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THE AMERICAN ELEVATOR AND GRAIN TRADE

Printed in U. S. A. Entered as second-class matter June 26, 1885, at the Post Office at Chicago, Illinois, under Act of March 3rd, 1879. Established 1882

PUBLISHED BY
Mitchell Brothers Publishing Co.

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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VOL. XLII

431 South Dearborn Street, Chicago, Ill., May 15, 1924

NO. 11

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The Winter's Truck and Wagon Dump

Offers exceptional features and superior points of construc-
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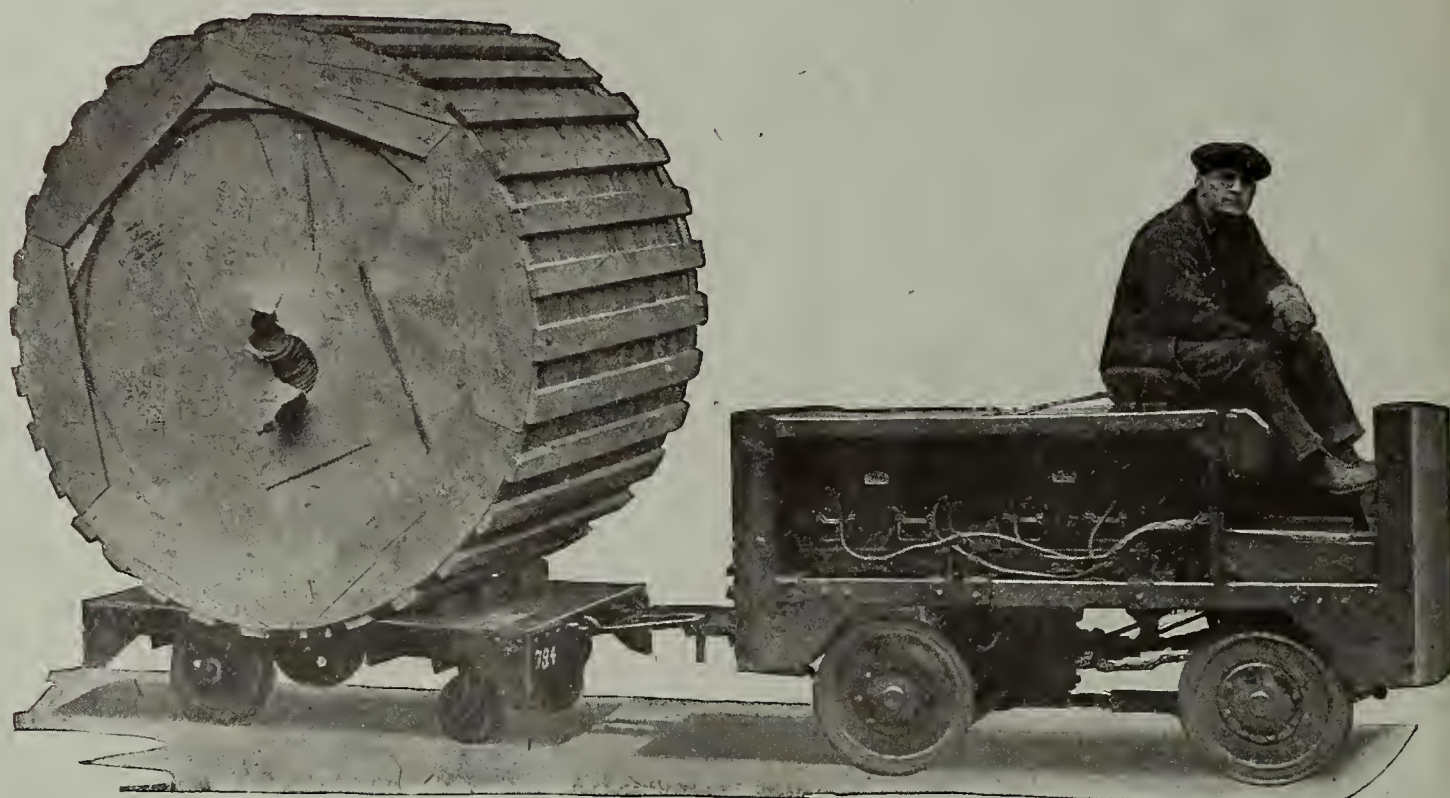
Lifts on all four corners, thus causing no load leverage,
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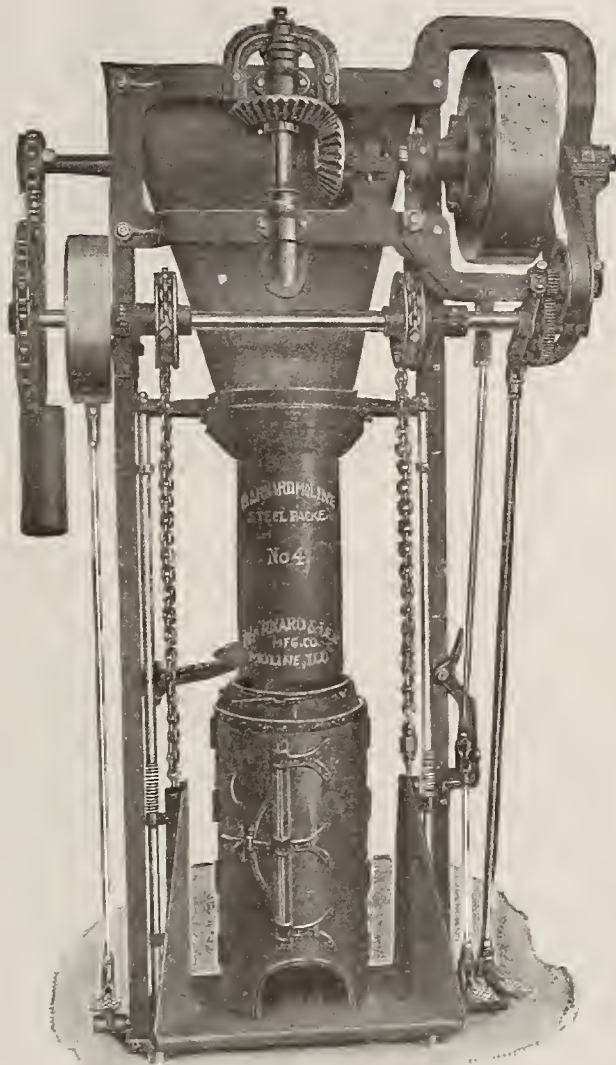
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Movement of Grain and Hay During the Year 1923

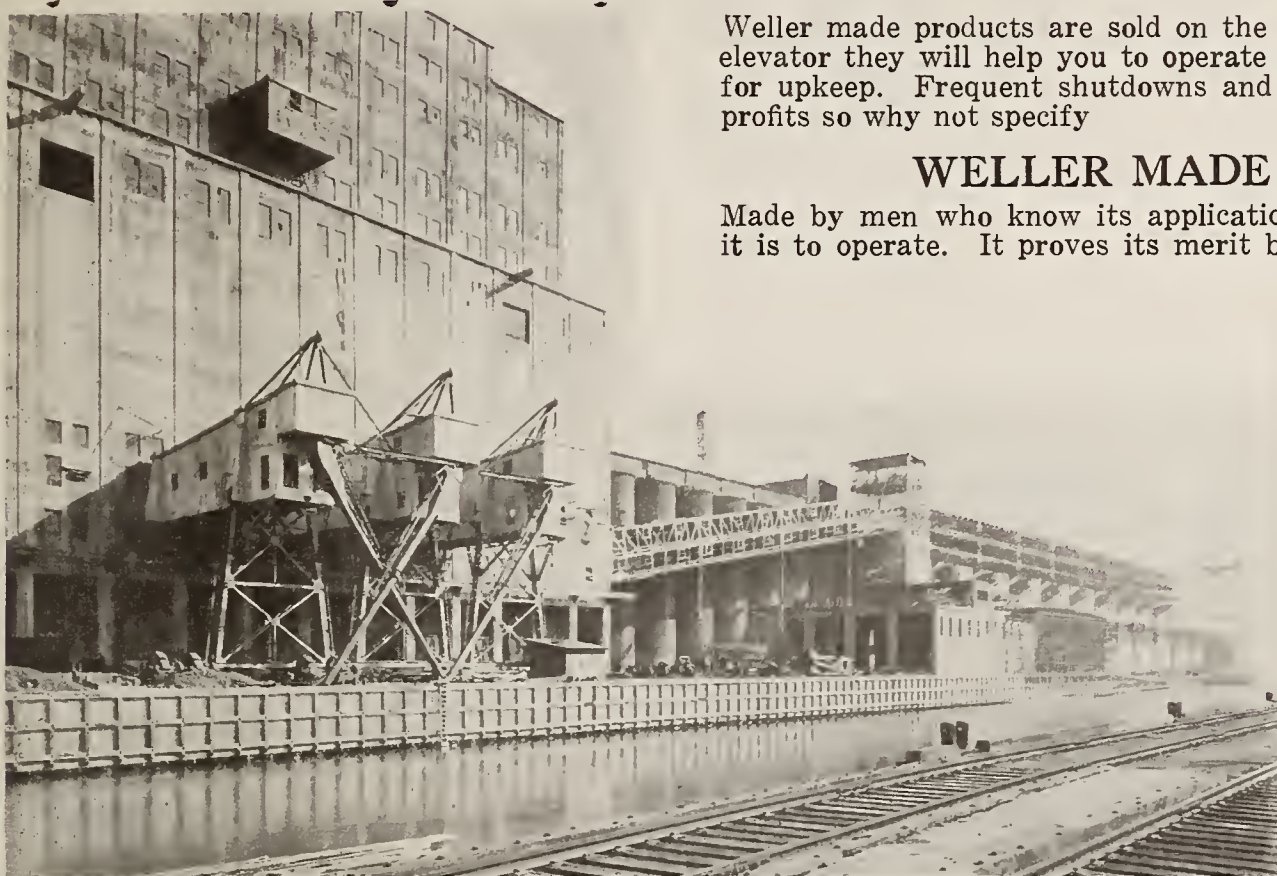
	Receipts	Shipments
Corn	17,975,000 bushels	12,524,000 bushels
Oats	12,080,000 bushels	10,670,000 bushels
Wheat	6,131,000 bushels	3,927,000 bushels
Rye	383,000 bushels	331,000 bushels

The following Receivers and Shippers are members of
Indianapolis Board of Trade

Bert A. Boyd Grain Co. The Indianapolis Commission House <i>"Consignments Our Hobby"</i> We Never Buy for Ourselves—We Always Sell for You	JAMES E. BENNETT & CO. GRAIN, STOCKS, COTTON <small>MEMBERS New York Stock Exchange Chicago Board of Trade and other leading exchanges. <i>Cash Grain Shipments Solicited</i></small> Indianapolis branch at 718 Board of Trade	H. E. Kinney Grain Co. COMMISSION—BROKERAGE
The Cleveland Grain Co. OPERATING FIVE TERMINAL ELEVATORS <i>Mighty Good Consignment Service</i> Ed. K. Shepperd, Manager	The Bingham Grain Company Receivers and Shippers of G R A I N	Lamson Bros. & Co. GRAIN, STOCKS AND PROVISIONS <small>Members of New York Stock Exchange, Chicago Board of Trade and other Commodity Markets</small>
The Lew Hill Grain Company <i>Incorporated Capital Stock \$50,000</i> GRAIN COMMISSION, BROKERAGE Phone Main 3886	SERVICE—EFFICIENCY—COURTESY SHIP TO Hart-Maibucher Co. Indianapolis, Ind. 820 Board of Trade Phone Lincoln 8503	

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Drag Conveyors	Dock Spouts
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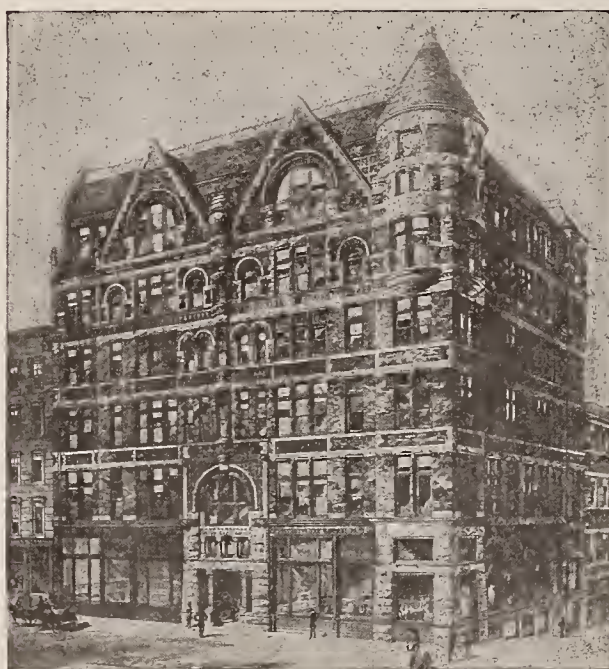
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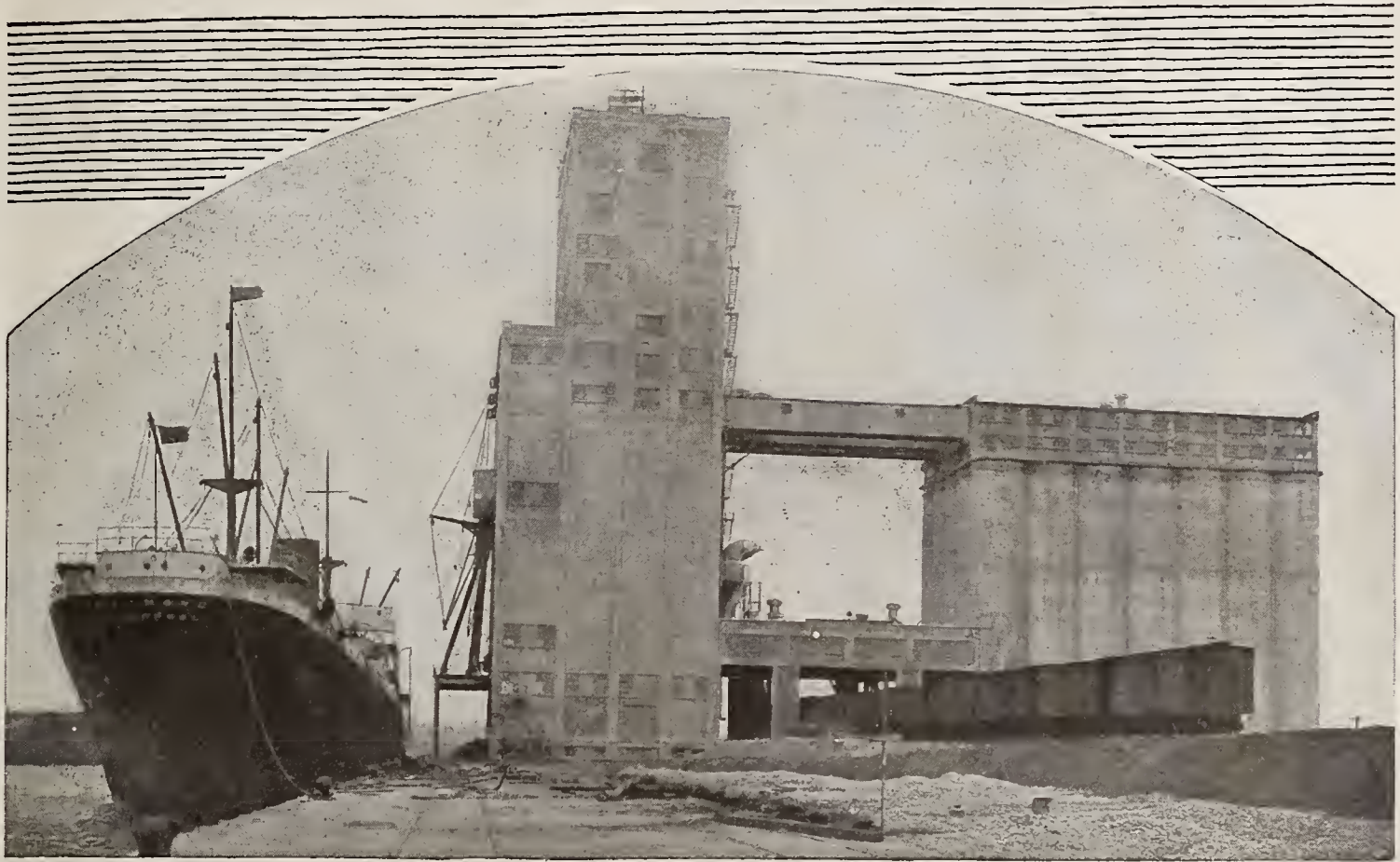
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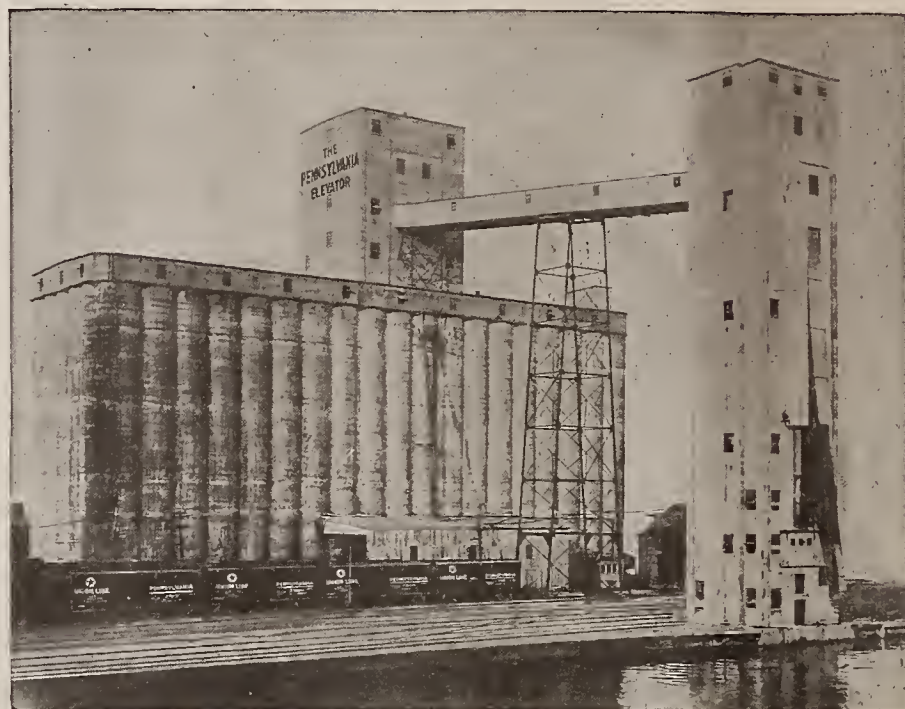
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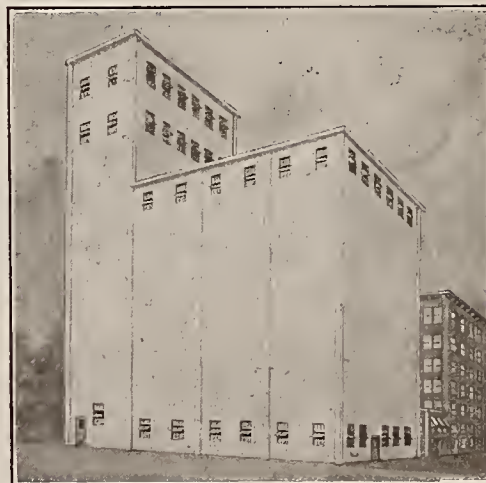
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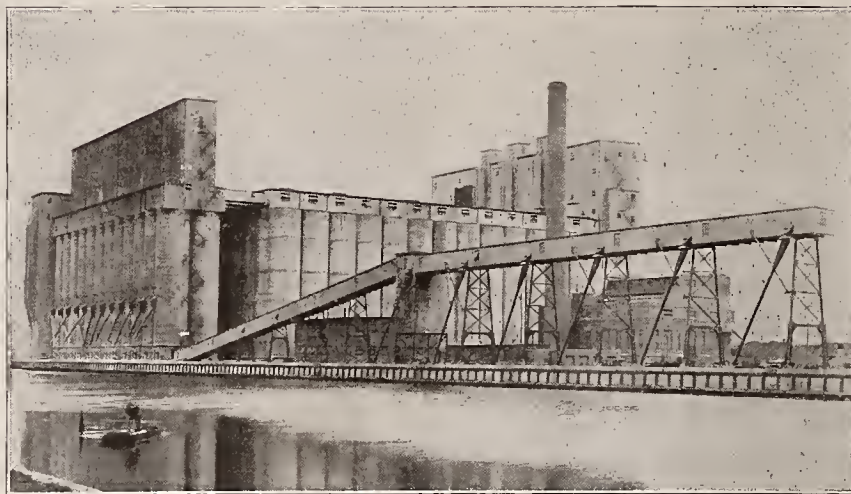
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Manchester, England
Capacity 1,500,000 Bushels
Completed 1914



Buenos Aires Elevator Co.
Buenos Aires, Argentina
Capacity 750,000 Bushels
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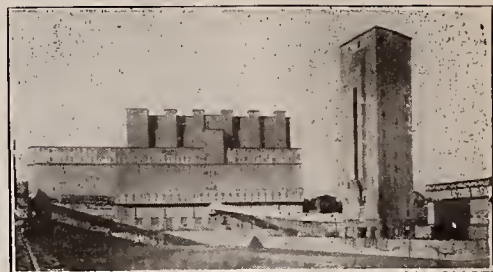
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Montreal, Quebec
Capacity 2,600,000 Bushels
Completed 1912



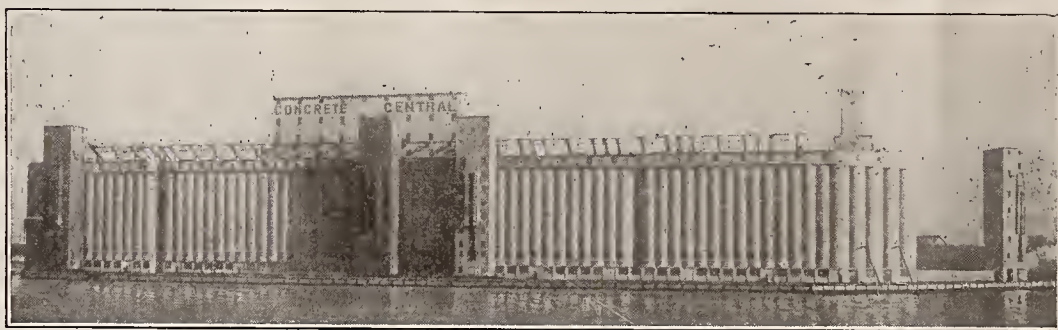
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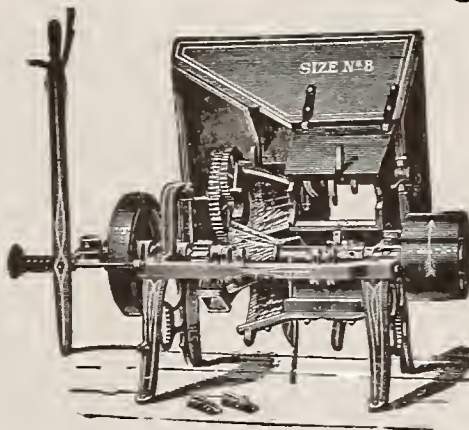
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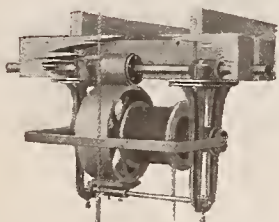
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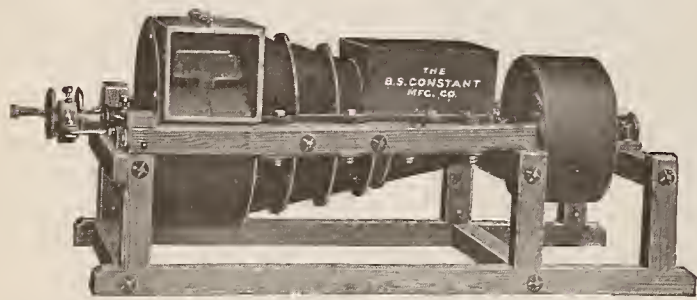
By MILO S. KETCHUM

Second Edition. 556 pp., \$5.00

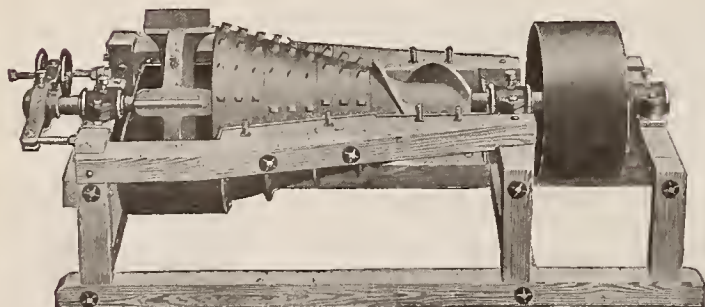
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If you contemplate building a new elevator or repairing an old one let us serve you. We know we can please you.

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Shellers

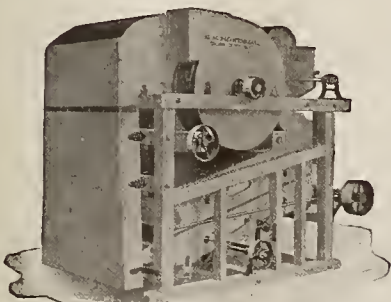


Cleaners

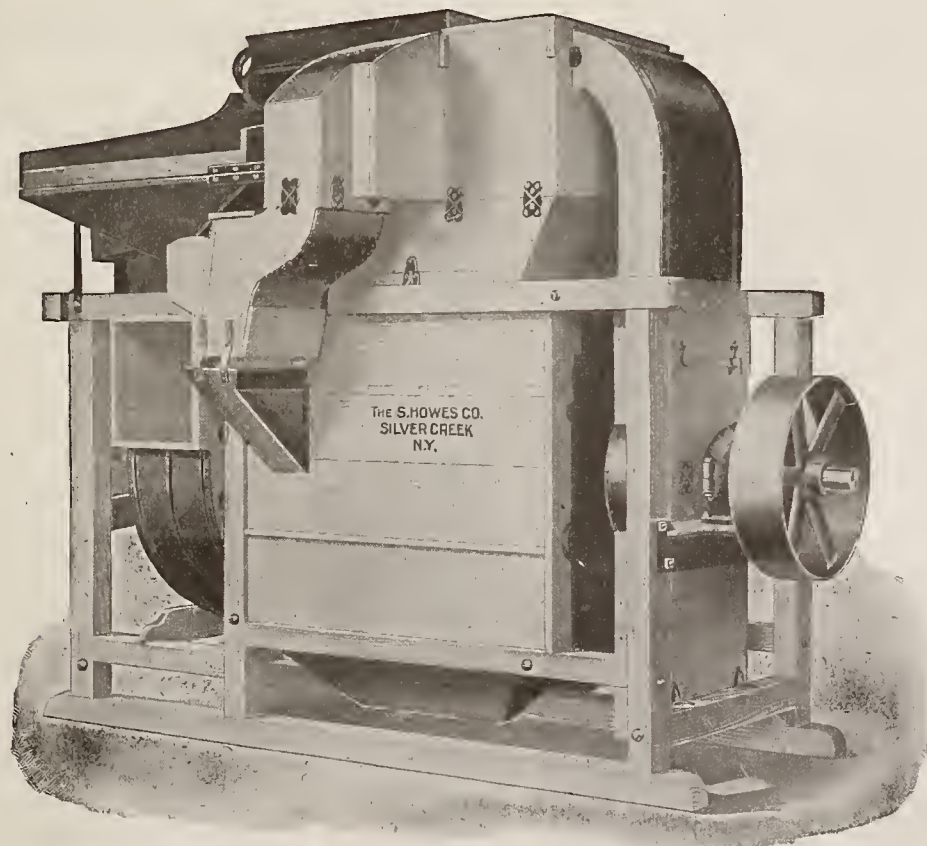
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MACHINERY**



(Style "B" Compound)
Elevator Separators

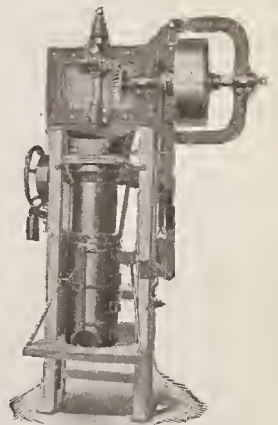


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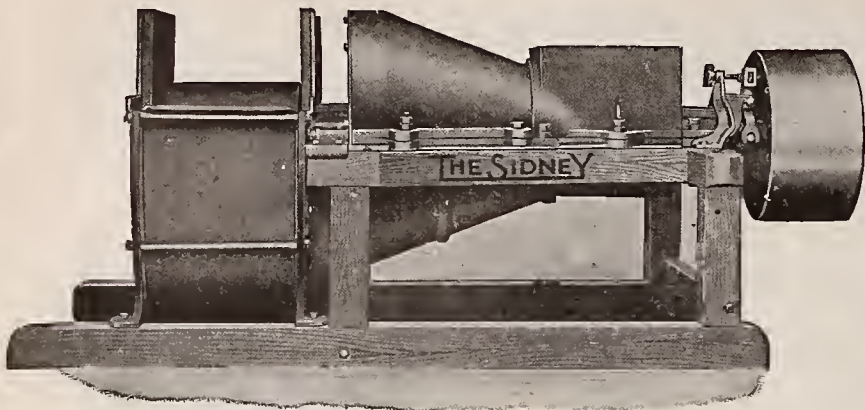
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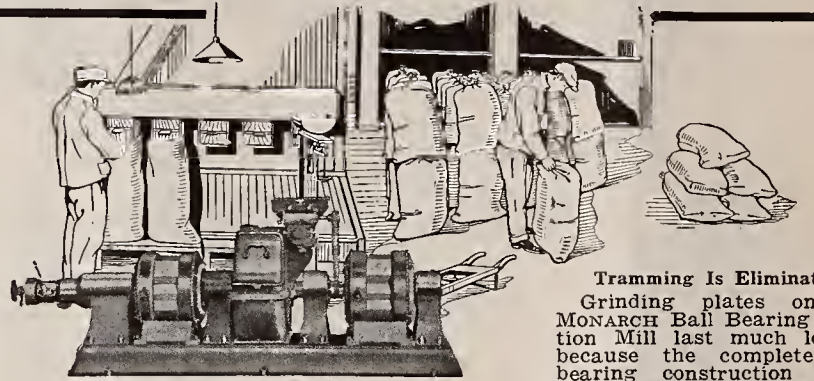
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If you started at 7 o'clock tomorrow morning and had every fifth sack of feed set aside, and kept piling them up all through the day—

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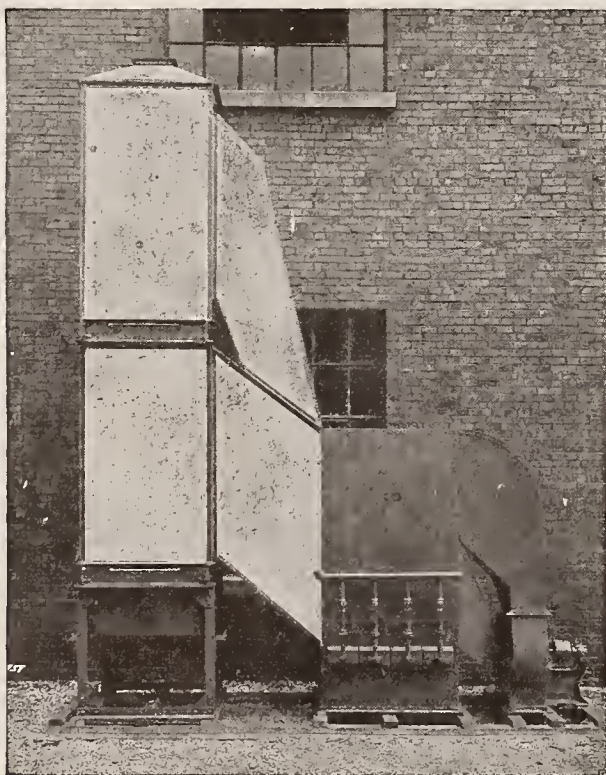
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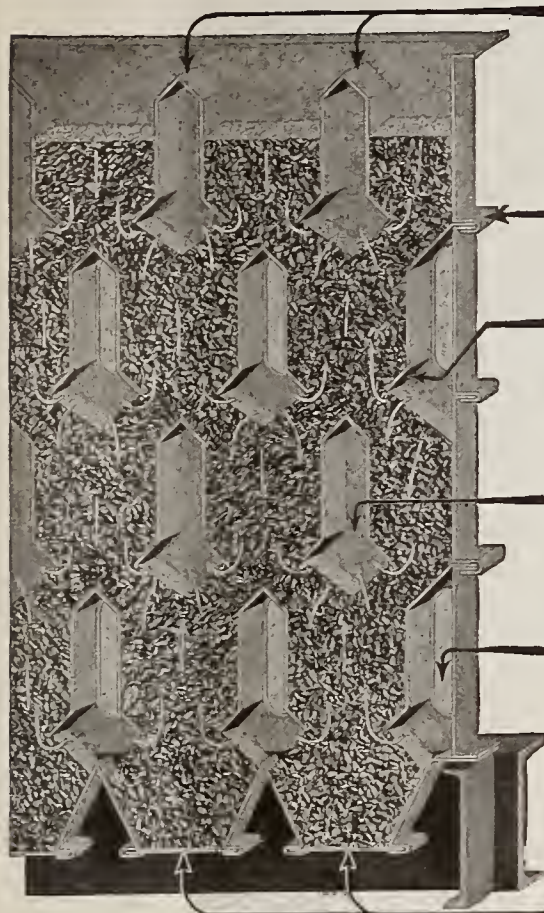
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THE ELLIS DRIER COMPANY, Chicago, U. S. A.

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Randolph Grain Drier

With a positive circulation of air through both drier and cooler.



The white arrows indicate the circulation of the warm air through the grain.

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3rd.—The bottom part of every duct, either intake or exhaust, is flanged to a 45 degree angle. This supports the grain every 12 inches and keeps it from packing, so that the air circulates freely through all parts of the drier.

4th.—The exhaust ducts are closed at the end next to the fan and are open at the opposite end, so that the moisture can escape and the grain is accessible to the operator.

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6th.—Each column of grain is controlled by a valve at the base of the drier and also at the base of the cooler. This makes a uniform flow of grain.

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were the two largest contributing causes of fire in flour mills and grain elevators in 1923.

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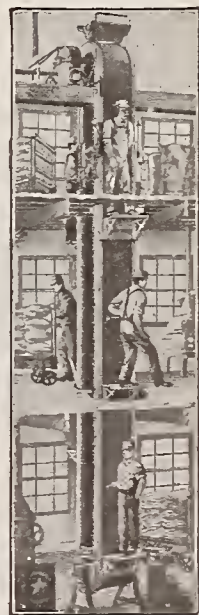
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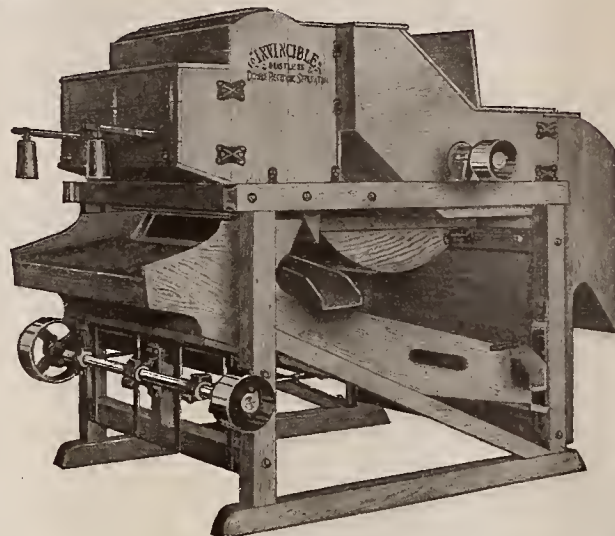
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9 ¹/₂ Miles of Diamond Conveyor and Elevator Belts made especially for the handling of one of the biggest grain conveying jobs in the world, are rolled up in these crates.

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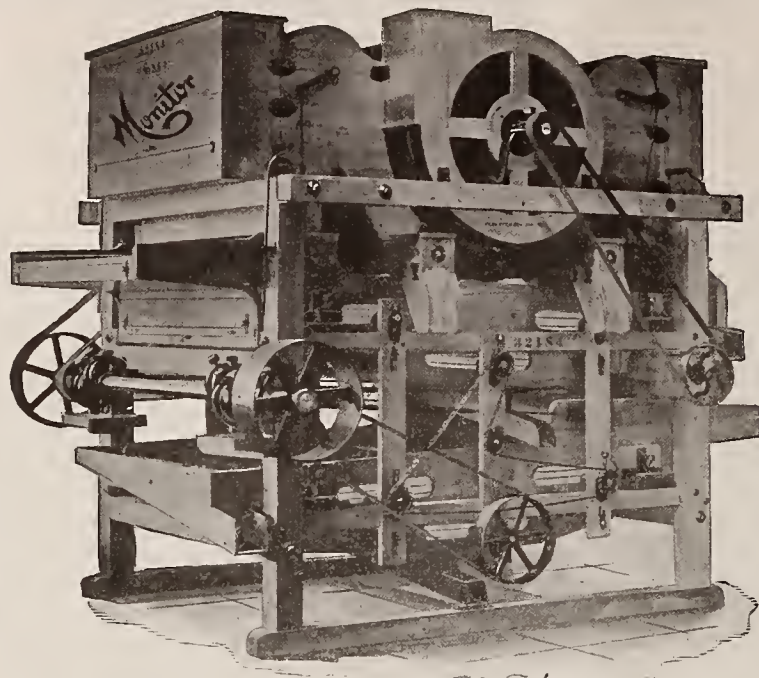
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A monthly journal devoted to the elevator and grain interests.

Official paper of the Grain Dealers' National Association and of the Illinois Grain Dealers' Association.

Established in 1882.



Published on the fifteenth of each month by Mitchell Bros. Publishing Co., 431 So. Dearborn St., Chicago, Ill.

Subscription price, \$1.00 per year. English and Foreign subscription, \$1.75 per year.

Established in 1882.

VOL. XLII

CHICAGO, ILLINOIS, MAY 15, 1924

NO. 11

New Concrete Elevator at Fort William

Western Terminal Elevator Company Completes Its Fourth Unit in Time for the Great Movement of the 1923 Wheat Crop

A NEW complete, modern, reinforced concrete grain elevator has been recently built for the Western Terminal Elevator Company, Ltd., at Fort William, Ont., and is the fourth unit in connection with their grain handling plant at that port, greatly increasing their activities in the grain trade. It consists, essentially, of the following units: Receiving trackshed, working house, storage house, storage annex, dock, and connecting galleries to adjacent elevators.

All of the above structures, with the exception of the receiving trackshed and the connecting galleries, are constructed entirely of reinforced concrete. The entire structure rests on pile foundations. The receiving trackshed is built of reinforced concrete up to the track level, with a super-structure of structural steel. The connecting galleries are also constructed of structural steel.

The new unit was designed, built, and equipped by the Fegles Construction Company, Ltd., of Minneapolis and Fort William, in the exceedingly short time of nine months. Late in January, 1923, the Fegles Construction Company, Ltd., was awarded the contract to prepare the plans and to have the plant in operation by November 1 of that year. After the contract was awarded, it was necessary to prepare the plans, excavate 13,000 yards of frozen earth, and drive 2,400 piles before actual construction operations could begin on the different units. On October 12, 1923, the plant was ready for the owners to receive, clean, ship, and store grain practically to capacity. This enabled the owners to do considerably more business than they had contemplated before the close of navigation and relieved the congestion that would have occurred during the period when their other plants were taxed to capacity.

The accompanying cuts will give a comprehensive idea of the general arrangement of the elevator. In designing this elevator, special attention was paid to handling capacity and flexibility, resulting in a plant that, from the standpoint of economy of design and efficiency of operation, compares most favorably with larger and more expensive elevators. The design, as a whole, consists of

well correlated units of proven reliability, is conservative and efficient, and the details employed throughout are the result of developments made possible by close observation for many years of the actual problems encountered by elevator operators.

The receiving trackshed is approximately 96 feet long, accommodating two tracks on each of which are provided two 2,000-bushel receiving pits. Each pair of receiving pits discharges to a 36-inch conveyor belt which conveys the grain to the receiving lofters in the working house. The receiving capacity on the four pits is 90 cars per day. Grain is unloaded from the cars at the receiving pits, by

bushel scale hopper mounted on a Fairbanks, Morse 120,000-pound solid lever type-registering scale. The scale hoppers are fitted with extra large valves, discharging to large universal distributing spouts through which the grain may be directed to the working house bins, to a reversible cross conveyor carrying grain to the adjacent elevators, or to either of two 36-inch conveyor belts which distribute the grain to the bins in the storage annex. One receiving scale is arranged to reach car-loading spouts direct, thus permitting, if the occasion should arise, to weigh and re-load in cars with one elevation. Each of the two shipping lofters is

loaded from a 36-inch belt conveyor, which conveys the grain from under the storage annex or loaded through spouts from the working house bins. After being weighed, grain may be spouted to the working house bins, to the car-loading spouts, to the distributing belts serving the storage bins, to a reversible cross conveyor serving the adjacent elevators, or to either of the two 36-inch shipping belts, which are provided in a cupola over the storage cupola, discharging it to either of two large shipping bins at the dock end of the storage annex. These shipping bins are equipped with large, easily operated valves, and vessel loading spouts of large capacity. The provision of the two shipping belts over the storage cupola materially increases the efficiency of the plant, permitting the operator to carry on his shipping operations without in any way interfering with his receiving or



NEW UNIT OF WESTERN TERMINAL ELEVATOR COMPANY, FORT WILLIAM, ONT.

means of double automatic Clark shovel machines, located at one end of the receiving shed base—ment in a motor-driven two-drum heavy duty car haul provided with auxiliary return puller drums and light cable for handling the heavier car haul cables and hooks.

The working house is 47 feet wide by 81 feet long; contains 29 rectangular bins and has a storage capacity of 153,000 bushels of grain. It is equipped with six lofters—two for receiving, two for shipping, and two for cleaning. Each of the receiving legs is loaded from the 36-inch belt under the receiving pits and discharges direct to its respective 2,000-bushel garner over a 2,000-

cleaning, a very satisfactory arrangement.

Located on the first floor of the working house are 10 No. 9 Monitor Style B warehouse separators, which give an extremely large cleaning capacity for a plant of this size. They are arranged in batteries and located so that each battery is easily accessible from a large number of the working house bins, insuring, at all times, an adequate reservoir for grain to be cleaned. These separators spout their clean grain to either of two cleaning lofters and the seeds, screenings, and foreign grain are spouted to screw conveyors under the first floor which convey the different products to lofters located in the adjacent elevators. Clean

grain, after being elevated, is discharged to garners over the scale, or to one of several clean wheat garners provided under the top floor of the working house. Grain from the clean wheat garners may be distributed either through telescope spouts to the bins in the working house, or to the storage distributing belts; and of utmost importance is the arrangement which permits the operator to spout the grain direct to telescope spouts on the bin floor of the storage annex, making it possible to spout the clean grain direct to eight of the storage bins nearest the working house. It is also arranged so that grain from the clean wheat garners can be spouted directly to the two 36-inch shipping belts running out over the storage cupola. This feature permits the cleaning operations to proceed without, in any way, interfering with receiving or shipping, and makes it possible to clean direct to the storage bins, an operation which usually requires two elevations and causes considerable interference with receiving, and also makes it possible to ship the clean grain with the one elevation.

Two double Carter Mayhew disc wheat and oat separators are located on the distributing floor. These machines are served by the clean grain garners under the top floor and discharged to bins in the working house.

All spouts throughout the plant are designed with special attention to capacity and flexibility. They are made large and of heavy material.

A Cyclone dust collecting system collects the dust from the cleaners and is also connected up to several floor sweep-ups throughout the plant. The dust is again collected from the settling chambers of the dust collectors and conveyed to a storage bin in the adjacent elevator, from which point it is disposed of in either bags or bulk.

The storage annex is 70 feet wide by 167 feet long, consisting of 21 circular bins 22 feet 6 inches in diameter and 12 interspace bins with a total storage capacity of 666,000 bushels. The storage basement is high and open, affording a maximum of cross light and ventilation. The bins are equipped with steel hopper bottoms and discharge to two 36-inch belts in the basement. These belts convey the grain from the storage annex to the two shipping legs where it is elevated, weighed, and distributed as desired. The storage is filled from two 36-inch conveyors on the bin floor together with the cleaning telescope spouts, as hereinbefore described. These conveyors can be reached from any leg in the working house, and each conveyor is provided with a heavy duty two-pulley self-propelling tripper for distributing the grain into the various bins. The outer bins, next to the dock end, are used for shipping bins. They are reached by means of the two shipping belts located in the cupola over the storage cupola roof. Shipping bins discharge their grain through vessel loading spouts to the boats and the spouts are arranged so that any residue grain can be returned to the working house over the basement conveyor belts.

A heavy concrete dock, with mooring bollards, is provided across the face of the owner's property between the outer end of the storage annex and harbor line.

As a whole the plant has functioned admirably, and has, in every way, justified the expectation of the designers and owners.

SOME RESULTS OF DIVERSIFIED CROPS

Figures have been compiled by the Department of Commerce relating to the successful readjustment in farm production plans, the data being based so far on reports from 302 counties in Iowa, Illinois, Kansas, Minnesota, Nebraska, South Dakota, Montana, Idaho and Washington. They tell of cuts in wheat acreage, replacement of beef cattle herds by dairy herds, progress in poultry production, development of definite crop rotations, and decided expansion in the producing of flax, soy beans, Sweet Clover, sugar beets, garden truck and hay. It has been estimated that shifts from wheat

production into these other channels (especially leguminous crops) have enabled scores of farmers in the Middle West and the Northwest to cut their losses and get their farming operations on a profitable basis in the last few years.

The Government in its analysis of the situation cites various examples of what specific farmers have done with these products in different territories. Among others, is cited the case of a farmer in Adams County, Neb., who formerly raised wheat year after year; but now has part of his ground in Alfalfa and Sudan grass, and most of the rest of his farm in corn. A good many cases are covered and it is evident that results have been very gratifying to the farmers who have changed.

In the case of a Montana farmer who formerly had only wheat, the report states that he changed to mixed farming in 1919, his first step being the planting of Sweet Clover for forage, after which he included cattle. From his modest beginning he built up a crop rotation of corn, wheat and Sweet Clover and now produces cattle, hogs, poultry, considerable pure registered Marquis wheat seed, Hannchen barley, Victory oats and Sweet Clover.

"JIM DUNN"

BY HOOZUS

Jim Dunn, who runs the elevator at Sperry Sid-ing, says: "Th' other day, one o' them smart young fellers—that's been put through college by his father an' then sent out on th' road after he's spent a cupla months in th' office an' learned it all—comes a'skiddin' int' my place, an' after he's handed me a seegar—figgerin' I'd smoke it 'stead o' th' ol' pipe, which I'm admittin' is gettin' right powerful—he says t' me, he says: 'Mister Dunn! I've made a speshul trip down here t' show ya how much money ya been a'losin' by not consignin' all your grain t' our firm.'

"Then he pours out a lot o' stuff about ekseckatifi ability, organasashun an' up t' th' minnit fassilities, etc. I puts th' seegar in my tobacco box, t' smoke in th' ol' pipe later on, an' jest set back an' waited for him t' come up for air.

"Finally he does, an' then I cuts in an' I says t' him, I says: 'Young feller, ya sure have got a pile o' big words down there in your innards; but they don't mean ennything in th' grain bizness. When ya've been at it as long's I've been mebbe ya'll learn that th' big trick is t' buy th' stuff right, an' then ya can sell it where ya dang please an' not have t' worry but what it'll make ya some money.'

"Th' last I see o' that young feller, he was a'walkin' real slow—and thinkin'."

LITTLE TIPS FROM "JIM DUNN"

When th' price is goin' up ya can get it from th' Radio, th' telegraff or th' newspaper; but when it's agoin' down th' farmer can give it t' ya quickern ennybody.

They oughta move th' Board o' Trade t' Wash- ington. They handle th' grain bizness there, now- adays.

About th' meanest feller in th' grain bizness is th' one that jumps th' test when he's exchangin' flour for wheat.

Don't it make ya want t' bite nails when ya've quoted a farmer a big price for his seed, an' then have him tell ya he jest wants t' sell it t' his neighbor?

If somebody would start a "Back t' th' Farm" movement, mebbe there'd be less near-elevator men in th' bizness.

Ya can sell a farmer poor seed, but ya can't buy good crops from him th' next year.

Ya can't stick your nose int' a trade paper an' get out o' it again without learnin' something.

They say there's allus plenty o' room at th' top; but if ya follow that rule too close in th' elevator bizness, ya're apt t' get your grain badly mixed up.

There's a diff'rance between buyin' a man's stuff, an' geitin' him t' sell it t' ya. One means bulldoz- ing him jest once, an' th' other means making him a reg'lar customer.

RELATIONS OF WEATHER AND CROPS

Advantages are to be gained by a more complete investigation of weather and its relation to crop yield, and it has been pointed out recently that there is still a large field to study. The cultiva- tion and manuring of many crops can be varied with good effect when one is able to predict the character of weather even for no longer a period than a month or two ahead.

One of the earliest steps advancing the knowl- edge of this subject originated with Sir Napier Shaw in 1905 when he showed that the average yield of wheat in England could, in five seasons out of six, be predicted with accuracy from a consider- ation of rainfall the previous autumn. Since the beginning of this work advances have been made at a creditable rate, and along scientific experi- mental lines which are reliable, but a substantial amount still remains to be done.

With a few exceptions the statistics of crop pro- duction are estimates obtained in each country from a corps of observers, more or less trained for their work, and like all estimates the results are subject to certain general errors. Big crops are underrated while the yield is sometimes over-esti- mated in bad years. It has been suggested that a more accurate determination of the actual yield per acre is needed. There are other methods being tried at present as a step in these experiments.

Other recent experiments have been made in this country relative to oats, showing that in north- ern Ohio, Indiana, Illinois and Iowa in order for them to thrive April should be moderately dry for sowing and relatively warm to insure quick ger- mination. During June if the weather is cooler and somewhat damper than usual, heading is en- couraged and the crop ripens more regularly. Too much heat and dry weather during the setting of the grain is very injurious. It was also found that a cold winter has had effect upon the yield.

This is all classified under the head of agricul- tural meteorology which is regarded as an infant science with big possibilities as to future develop- ment.

CANADIAN WHEAT CROP DISTRIBUTION

Of the total Canadian wheat crop of 1923 the loss in cleaning was 19,000,000 bushels, out of 474,000,000 bushels, so that 96 per cent of the crop was merchantable. The carryover was 11,750,000 bushels, and the imports amounted to 675,000 bushels. Therefore, 448,000,000 bushels represent the net quantity available for distribution. The domestic requirements were 100,000,000 bushels; and the actual exports for the seven months ended March 31, 1924 were 199,000,000 bushels, leaving a balance of 149,000,000 on April 1, 1924.

Estimating that 25,000,000 bushels will be required for food between now and August 31, and figuring on the visible supply on March 31 as being 131, 738,000 bushels, will permit the exportation of nearly 137,000,000 bushels, or total exports for the year of 366,000,000 bushels. The amount in the farmers' hands is given as 70,755,000 bushels, from which seed must be provided.

INCREASED YIELD OF CORN

Remarkable advances have been made in some cases in increased yields, and there is still ample opportunity to further this gain. One of the most striking evidences of the possibilities comes in a recent brief bulletin issued by the Department of Agriculture.

V. H. Price, who has a farm in Tipton County, Tennessee, used to find that it took 60 rows of corn to make a wagon-load three years ago. For three years he has been demonstrating soil building through growing legumes, in co-operation with the county agricultural agent, planting lespedeza and following with corn and soy beans. In 1923, this farmer found that the same field which required 60 rows three years before now required only 20 rows of corn to make a wagon-load.

Eliminating the Dust Hazard in Elevators

Extended Trials and Practical Tests Indicate Which Are Most Effective Ways of Adapting the Suction System

IT HAS been estimated by underwriters that control of floating dust will lessen the explosion hazard about 75 per cent in grain elevators, this opinion being based on the fact that the explosion hazard involves not only the immediate danger of the floating dust in the atmosphere, but also the hazard due to the presence of a large quantity of this dust which has settled on ledges, beams, and

a value of 4,000 feet per minute will be sufficient in most cases. Higher values require greatly increased power, as it will be recognized that the power increases as the cube of the velocity increases. For instance, to increase the velocity from 4,000 to 5,000 requires practically double the horse power, other factors being constant.

It has also been found that a definite relation exists between hood intake velocity and pipe line velocity. In the usual type of installation it is a matter of the ratio of hood intake area to the pipe area. Any pipe line velocity in excess of 4,000 feet per minute may be employed provided the hood area is large enough to limit the intake velocity to 500 feet per minute.

In commenting on inspection traps, the preliminary report calls attention to the fact that they may be installed in branch pipe lines in convenient places, to prove at any time whether or not solid grain is being carried through the line. The essential feature in trap design is the gradual enlargement of the section of the air stream so that the speed is reduced to a value of not over 500 feet per minute through the trap, followed by a gradual reduction of area to the original pipe

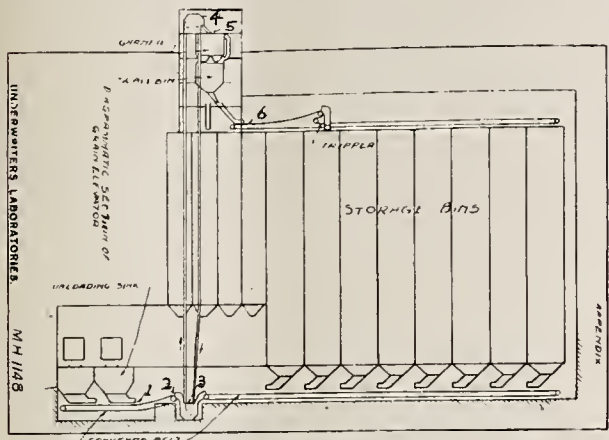


DIAGRAM OF A GRAIN ELEVATOR
Nos. 1, 2, 3, 4, 5 and 6 Indicate Points at which Dust Should Be Collected

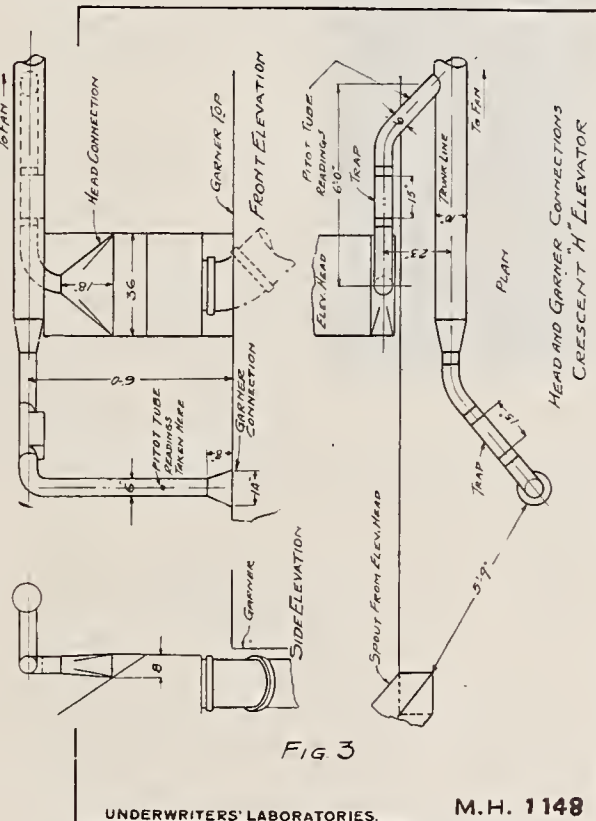
other parts of the structure. A preliminary report on features of construction has been made by the Committee on Dust Control in Elevators and a recent addition to the data at hand is the report of findings of the Underwriters' Laboratories covering the suction method of control.

The examination of dust collection systems made during the preliminary investigation brought out the economic necessity of combining dust hoods and floor sweeps in the same suction system. The excessive cost of separate systems and their independent piping and fans, along with the fact that whereas dust suction connections are always in operation, floor sweeps are used only occasionally for a few minutes at a time, accounts for this conclusion.

The combination introduces the necessity of having on the trunk line a suction strong enough to carry along the materials swept into the floor sweeps and not let them settle out and clog the pipe lines. At the same time, if such strong suction with its consequent high velocity is employed, suitable precautions are needed to prevent the dust hood intake velocity from being so great as to make the picking up of solid grain likely.

The conclusions arrived at were that the average velocity of air entering a dust collecting hood must not be greater than 500 feet per minute in order that solid grain may not be picked up. A velocity of 500 feet per minute will control the floating dust. The results of the boot, head, garner and belt tests showed that with a velocity much in excess of 500 feet per minute, small quantities of grain were found in the traps. Lowering the boot connection velocity from 732 to 630 feet per minute greatly reduced the solid grain pick-up. Lowering the head connection velocity from 587 to 468 feet per minute had a similar effect. The belt hood tests showed a good control of the floating dust with an intake velocity of 537 feet per minute.

The average velocity of the air in pipe lines must be at least 4,000 feet per minute in order to prevent clogging of the lines due to the settling out of any materials likely to enter the system. The experience of well known companies, including both manufacturers and installers of exhaust and suction systems, indicates that a velocity of 3,500 to 4,000 feet per minute is sufficient under most conditions. Sweep tests have shown that a system with a speed of 4,750 feet per minute in the floor sweep line causes the sweep to function very effectively. On the other hand, if the speed were reduced to 3,100 feet per minute, the sweep will not operate as well as it should. It is believed that



size. The illustration shows the form and dimensions of a trap suitable for use with a six-inch pipe line, carrying air at 4,000 feet per minute. The cross-section area of the cylindrical portion is eight times the pipe area, so that the air velocity is reduced to 500 feet per minute. Glass windows and doors are provided for observation. By closing a blast gate in the line between the hood and the trap, the inspection door may be opened for examination of the interior or for cleaning.

It has also been determined that as compared with direct connections, indirect connections are not effective in removing or controlling floating dust. Tests made on two typical indirect garner connections showed that not only was the speed of air flow through the hood extremely small, but that floating dust escaped around spouts and through other openings in the garner top. With direct connections, pressure slightly below atmospheric pressure may be maintained in a garner, boot, or other enclosed space so that air will tend to flow into, rather than out of such apparatus. This was shown by the tests on the direct garner connection.

The accompanying diagram entitled "Diagram of a Grain Elevator" shows a sectional elevation of a grain elevator. The various places

where dust is emitted during the grain handling process and at which it is practical to locate suction hoods are indicated by numbers as follows:

1. Where grain is loaded onto belt from unloading sink;
2. Where grain leaves belt and enters boot spout;
3. Where grain enters buckets in boot;
4. Where grain leaves buckets in head;
5. Where grain leaves spout into garner;
6. At fixed belt loader.

The apparatus used in making these tests has been complete in every way and comparatively simple. In the case of head connection tests the accompanying diagram shows the method used. A six-inch pipe line leads from the funnel-shaped hood connected solidly to the tightly constructed wooden head pulley enclosure of the elevator under test. The head pulley is 56 inches in diameter, revolving at 32 r.p.m. which corresponds to a linear belt speed of 470 feet per minute. A small trap 15 inches long was installed in the pipe line near the head connection. This trap was constructed of galvanized sheet steel with six-inch connection sleeves. It was similar to the trap used at the boot connection previously described and had a cross-sectional area of 50.14 square inches. The pipe area is 28.27 square inches. The ratio of the trap area to the pipe area is 1.77.

By opening or closing an unused pipe connection in the side of the trunk line, the static suction applied to the head connection could be set at either 2½ inches or 3¾ inches. Accordingly, two tests were conducted, one at each of these values of static suction and the available velocity head determined in each case. After each test, the contents of the trap was examined, a damper in the pipe permitting the air flow to be shut off while the trap was open. The base of the hood on the elevator head was approximately 30 inches above the spout connection through which the grain was being delivered. As the stream of grain spread somewhat as it left the buckets, the actual distance from base of hood to the nearest solid grain was about 20 inches. Pitot tube readings were taken at a point in the six-inch pipe near the trunk line connection.

Results of Test No. 1 showed:

Air temperature—65°F.
Static head—2½ in. water.
Impact head—¾ in. water.
Velocity head—1¾ in. water.
Corrected velocity—1.4 in. water.
Corresponding air speed, 4,750 ft. per min.
Grain being handled—Rye.
Wt. of contents of trap near head—Trace.
Duration of test—15 min.

Results of Test No. 2 showed:

Air temperature—65°F.
Static head—3¾ in. water.
Impact head—1 in. water.
Velocity head—2¾ in. water.
Corrected velocity—2.2 in. water.
Corresponding air speed, 5,960 ft. per min.
Wt. of contents of trap approximately, ½ oz.
Duration of test—20 min.
Grain being handled—Rye.

In the first case the trap contents were mostly mustard seed and a little light chaff, together with some dust, with total weight less than ¼ ounce.

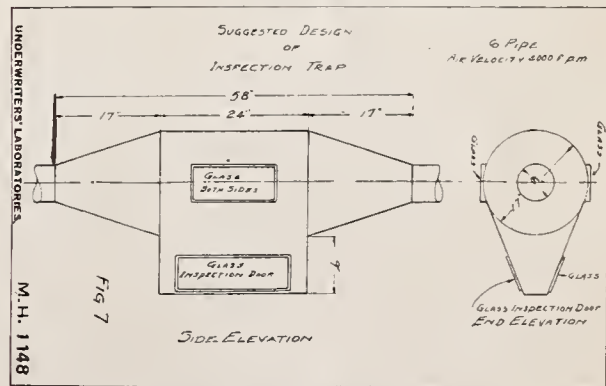


DIAGRAM OF INSPECTION TRAP

In the second test the trap contained mustard seed, chaff, a few kernels of rye and wheat, and some dirt not determined.

The relation between hood intake velocity and pipe velocity requires emphasis as it is not generally appreciated. It is a fundamental principle that, under the conditions of operation of the usual dust system, the number of cubic feet of air pass-

ing a given point in the pipe line in a certain length of time is the same as the amount entering the hood in the same time. This is equivalent to saying that the area at any point in the system multiplied by the average velocity will give the volume passing that point. If the area is in square feet and the velocity in feet per minute, the volume is cubic feet per minute.

On the assumption that a pipe line velocity of 4,000 feet per minute is to be used and a limit of 500 feet per minute is to be placed on the hood intake velocity, the hood intake area must be eight times the pipe area, since the hood velocity must be one-eighth the pipe velocity.

RUSSIAN GRAIN EXPORTS SITUATION

Reports from abroad indicate that while Russia is aware that the existing condition respecting exportation of grain is serious, nothing definite can be asserted as to the immediate future. At a recent conference in Moscow on the question of currency reform, it was stated by Mr. Kamenev that a change in system had become imperative. He admitted that the peasants were refusing to sell their grain for state or Soviet currency. In the effort to stabilize currency it is necessary to guard against high prices of foodstuffs and a budget deficiency, and he went on to say that in order to keep prices at a reasonable level it had been the decision of those in authority to supply the towns with grain now in the hands of the State, and reduce exports proportionately.

He estimated that 1,130,000 tons of grain would be required to take care of domestic requirements till the next crop would be available and of that amount 700,000 tons were now at the disposal of the State.

It is easy to infer from this that considerable curtailment of exports will be necessary if the purpose in view is to be carried out. Coupled with this is the consideration that a decrease has taken place in the spring sowings in the Ukraine, and some fears are expressed as to the crop prospects in the lower Volga region, as well as some districts of Saratov where precipitation has been below normal. In these parts close to a million acres are sown in winter wheat under normal economic conditions.

It is reported in Berlin that bread grain exports from Russia have been suspended, though the trade in Berlin are of the opinion that existing contracts will be fulfilled and no new contracts made. From the same source comes the statement that there is a stoppage of first-hand offers of rye and offers of Russian wheat have practically ceased.

It is obvious that the need for grain for domestic consumption is so great at present in Russia that exports are a definite menace to public welfare within.

ELEVATOR BURNS IN KANSAS CITY

A 35 year old grain elevator, owned by the Rock Island Lines and operated by the Davidson Mill & Elevator Company, furnished a spectacular fire in Kansas City last month. The elevator was of crib construction, with a capacity of 100,000 bushels, and contained between 80,000 and 90,000 bushels of wheat, corn, oats and barley, and was a total loss. It was located in the river bottom industrial district adjoining a steel and concrete viaduct that ran close to the building at an elevation that placed the roadway about half as high as the roof. The sheet iron sheathing of the elevator was torn off by the wind as the wood burnt out from under it, and was scattered over considerable area, causing the creosoted block flooring of the viaduct to catch fire. The viaduct was closed to traffic the following day, as it was considered unsafe until a thorough inspection of the steel-work had been made. The fire was caused by an overheated electric motor on the first floor.

Mr. Davidson stated that \$30,000 of his loss was covered by insurance. The new plans for his company have not yet been announced.

PROSPECTS OF INDIAN WHEAT EXPORTS

Grain exports from India are subject to greater fluctuations than are exports from any other large surplus producing country, the exportable surplus of wheat in any year being affected by the rice crop and by the prospects for the next wheat crop.

The revised final estimate of Indian wheat production for 1923 was 369,152,000, and the first official forecast for 1924 is now being placed at 375,387,000 bushels. Stocks of grain on hand are estimated to be only moderate; and information so far received indicates that the exports of wheat from last season's crop will amount to approximately 27,000,000 bushels. On the basis of last year's crop, therefore, if the crop turns out to be equal to the first forecast, India should have an exportable surplus of about 30,000,000 bushels, according to the Department of Agriculture.

PROMINENT ILLINOIS DEALER ASSUMES NEW TASK

At a recent election, H. A. Hillmer, of Freeport, Ill., was added to the list of directors of the Grain Dealers National Mutual Fire Insurance Company.



He has been a member of the Illinois Grain Dealers Association for about 20 years, and has served as vice-president, director and chairman of the Arbitration Committee.

When 15 years old Mr. Hillmar started as an office boy with Smith & Porter, of Freeport, pioneers in the grain business in northern Illinois. He remained with that firm till 1902, when he organized the H. A. Hillmer Company, which operates elevators in Freeport and four other points, and deals in grain, coal, lumber and seeds. Mr. Hillmer is the principal stockholder in the company and also has other interests in the vicinity of Freeport.

THE "OLD GUARD" COMES BACK

BY TRAVELER

When the co-operative movement was at its height, a few years back, a great host of old-time elevator men temporarily dropped out of the game. They seized the chance to sell their elevators at unheard of figures—even as they were being practically forced out of the business—rather than have new houses built which they knew the business wouldn't justify.

Many of these elevator men invested their money in Liberty Bonds, or similar safe securities, and then sat back confidently to await the time when the co-operative movement would have spent its force and they would be able to buy back their old plants at greatly reduced figures. Most of them reasoned that this would only mean a year, or two at the most, and in this they would have been right had the new owners merely confined themselves to the business of buying and shipping grain; but the master minds behind the movement saw to it that the co-operatives did a different business altogether, and made the handling of general merchandise their chief business.

This move saved the co-operatives from complete and immediate ship-wreck, and enabled them to keep going up to this time, even though many of them have sustained heavy losses in the handling of grain. Today, a considerable percentage of them are still running, and some of them are doing very well, due to able management; but the great majority of them are dissatisfied and have not accumulated the fortunes they fondly anticipated. They would be glad to be relieved of the responsibility if they could dispose of their plants at a fair price, but as most of them were purchased,

or built, when values were right at the peak, they now realize that they cannot hope to get out whole, and not a few of them are being offered at bargain prices or being sold at auction.

It is this condition that is bringing the old-timers out of their several years' seclusion. They are, of course, looking for bargains, and will not get back in the game unless they find them. Some of these old dealers have been engaged in various other lines of trade, with varying results. In a general way, their excursion into unfamiliar branches of business has not been successful. Like the co-operatives, they were tackling something to which they had not been trained, and they either lost heavily or were glad to get out even.

A few have managed to weather through this period without dipping very deep into their savings. On the other hand, quite a number are down pretty low financially, but, being good elevator men, will have no trouble obtaining credit should they decide to purchase a desirable plant. The writer has met any number of them who have drifted back and are looking over their old haunts. As indications point to a good crop year, would not be surprised to see many of the old names back on the list this season.

When these old dealers do get back, however, they will find the business very much changed, and it will take them some time to adjust themselves to the new conditions. If they are wise enough to drop some of their old-time notions and fit themselves promptly into the new order of things, there is no reason why they should not soon re-establish themselves.

FROM A FARM BUREAU YEAR BOOK

The Grand Haven, Mich., Farm Bureau, has in C. C. Whistler, a man who is onto his job, is a booster, an optimist, and has a fund of common sense. In the 1924 Yearbook of the organization Mr. Whistler says:

"Recently I came across a copy of *The Milwaukee Daily Life* of December 6, 1862. This was a very interesting find, containing as it did President Lincoln's annual message to Congress, address by Wendell Phillips, letter by Schuyler Colfax, war news from the front, and Republicans and Democrats in Congress 'passing the buck' for all the trouble as they have been doing ever since. It is to the market reports, however, to which I wish to call attention in comparison with the present prices. Wheat bushel 89 cents to 94 cents; shelled corn 38 cents; oats, 35 cents; rye, 55 cents; beans, \$1.25 to \$2 bushel; beef cattle \$1.75 to \$2.25 per hundredweight; dressed hogs, \$3.25; best Timothy hay, \$8 to \$10 per ton; best butter, 14 cents to 15 cents per pound; eggs 12½ cents per dozen; green hides 7 to 7½ cents per pound.

"On the other hand, grain bags 50 cents each; coffee, green 35 cents; sugar 11½ cents to 12½ cents per pound; kerosene (which was just coming into common use) 95 cents per gallon; linseed oil \$1.40; turpentine \$2.40. The above are wholesale prices.

"Comparing present prices both selling and buying with the above quotations, conditions now are certainly far better than at that time. And yet we have all heard of the 'prosperous times during the Civil War'. Just where the prosperity was is rather hard to figure out. In considering present conditions we must, of course, remember that the standard of living today is far different from what it was years ago; the luxuries of those days have become necessities of today and certainly the producer who makes all wealth possible is entitled to the best.

"As for the future I can see but little prospect for any material advance in the price of farm produce for some time to come. I believe that we must look rather for an increased profit through a better system of production, including the use of high grade fertilizer and more intensive cultivation, thereby hoping to secure better results on less acreage, thus cutting labor costs to the lowest possible point.

"Last, but not least, producers should be thor-

oughly organized. With all other branches of industry organized, farmers must be, in order to secure the best results in co-operative marketing and buying, and also to promote such beneficial and equitable legislation as can only be secured by combined effort. No argument should be required to convince any person of ordinary intelligence that whether in politics, religion, business, war, or the accomplishments of any desired purpose, a strong practical efficient organization is the first essential to success. Why so many farm-

ers will hold back and refuse to join an organization of their fellow workers for their own benefit is one of the psychological problems of human nature which no one has yet been able to solve satisfactorily.

"In conclusion let us remember that while we have troubles of our own, compared to those of the other nations of the world our problems are infinitesimal. Anyway most of us have our licenses paid for for another year and we can always find the money to buy gas, so why worry?"

time I saw that silk cady, Marston's son, Freddie, was wearing it in the Fourth-of-July "Antiques and Horribles!"

* * *

Not a word was ever said by Marston or Davis about the hat episode, but about a week afterwards, I saw Marston give Davis a most wicked grin. The elevator was driven by an old-time, slow-speed engine, and the outboard bearing was located outside of the engine room—or shed—and only a little "dog-house" protected that bearing from the weather. Mr. Davis and the writer were preparing to rebabbitt the lower part of that big bearing, which Mr. Davis allowed "was watered a whole lot more than it was oiled!"

We had cleaned out the old babbitt, dirt, and grease, the best we could and had aligned the big shaft, which, with a piece of oiled paper around it, was to form the babbitting mandrel. We had stopped all the cracks around the shaft and the wooden end-pieces, using glazier's putty for that purpose, and just as Mr. Marston came upon the scene, Davis and self were pouring in the melted babbitt metal, each of us holding about 15 pounds of the molten metal.

Just before the metal rose into sight in the bearing, it began to sputter and bubble, and then—"Bang!" it went, throwing nearly every ounce of the hot metal out of the bearing, tearing off the wooden heads and spattering Mr. Davis and self, from head to foot. Luckily, it did not reach the eyes of either of us. But, my sleeves were rolled up, and I expect the scars left on my arms, by the hot babbitt, will be something for St. Peter to look at while he is opening the pearly gates.

Mr. Marston came along, as stated, just as the babbitt metal blew up, probably from coming in contact with a little water in some hidden corner of the bearing. The water suddenly flashed into steam by the hot metal, blew up, exploded in fact, and drove everything before it. As soon as Mr. Marston saw that neither of us was seriously hurt, he kicked Mr. Davis' hat with the toe of his boot. The hat was in the dirt with a half pound of babbitt sticking to the felt, and Mr. Marston did put on a most wicked grin as he said:—"Come over to the house, Mr. Davis, and I'll give you another hat!"

Mr. Davis never went after the hat, but thereafter, when either he or myself had to babbutt a bearing which was open to suspicion of moisture being possibly inside the casting, you may be very sure that we heated that casting until water couldn't stay inside of it. We would put gasoline into the casting, set the gasoline on fire and let it burn out, then repeat again and again, until the casting was so hot that a drip of water would sizzle, when dropped upon the hot metal.

Burning-out a casting with gasoline is not usually dangerous if precautions be taken to prevent the gasoline from leaking out of the casting, and running, perhaps all on fire, over wood or other inflammable material. Bearings thus burned out will, when babbutted, show a much better soft lining than when babbutted cold. Furthermore, the soft metal lining is not apt to become loose as when poured into a cold casting. Some oil, and even some bits of rosin, thrown into a bearing just before the babbitt metal is poured in, would, as Mr. Davis said, help to secure a better bearing, and oil never spatters as water does when in a bearing.

Mr. Marston kept adding machinery in his elevator, until the old engine had more than it could handle. It was such a slow speed affair that when it became so loaded that steam followed the piston more than a half stroke, the thrust of steam against the piston began to overcome the inertia of the flywheel and drive the engine faster each time the crank got in mid-stroke than when the crank was on center. This could be seen—or heard—when standing by one of the exhaust fans in the elevator. You could hear that fan speed up and slow down a bit:—reeze—reeze—reeze, everytime the engine crank passed mid-stroke.

Mr. Davis said he could fix that, so we made some patterns of segments which would just fit into the fly-wheel on each side of the spokes. The pulley or wheel was split, so we made the segment

Hints for the Elevator Millwright

Some Details in Maintenance and Elevator Repairs Which Facilitate the Daily Routine of the Millwright

By OLD TIMER

MR. MARSTON had at one time, a millwright named Davis, who certainly was a "Cracker-Jack." Marston knew it and once, when asked what his millwright could do, replied: "Just about anything he has a mind to!" Quite a lot of heavy timber framing had to be done in those days, and some of the millwrights knew a "broad-axe" when they saw one. Davis was a pretty good blacksmith as well as wood worker—old-time millwrights had to be able to do everything and do it well too—and he had made a big and heavy "slick" for use in the heavy framing of bridgetrees and other "harness work."

Mr. Davis kept his eye open and whenever he found an old grass mowing scythe which had been worn out, broken, or abandoned, he laid it away until he had about a dozen on hand. One day, he put those scythes into the forge fire, one at a time, doubled them in the middle and again, then welded the doubled scythe into a solid bar. He treated each scythe in a similar manner, then welded enough of the pieces together to make a bar from which he forged a "slick" with a blade about five inches wide and nearly eight inches long.

A "slick" is nothing more or less than a big, overgrown chisel, with a socket into which is inserted a large wooden handle 18 to 24 inches long. Mr. Davis did not bother to forge a socket on his jumbo "slick" he simply forged a handle from the same scythe material, and finished the end with a flat forged ring by means of which the tool could be hung upon a spike when not in use, thus keeping its keen edge safe from gravel and iron junk.

The edge of the "slick" was forged about a quarter of an inch thick, then split across its five-inch width and a wedge-shaped piece of good "tool" steel inserted. The steel and iron were then welded together, the new end of the tool drawn down thin, hardened and tempered, then ground to a keen edge, which, when properly "set" on an oil-stone, was so sharp, the other millwrights said, that "Davis used to shave himself with his slick!" It was surely the most effective tool the writer ever used. It was so heavy that a timber splice or tenon could be faced in short order merely pushing that slick against the wood with the hands. No driving was ever necessary, when using that tool.

One day, three of us millwrights were framing some heavy timbers preparatory to "setting" a new water wheel. Davis' slick was in use and while turning over a 12-inch timber, the slick had been placed in a leaning position against a nearby building with the edge of the tool upon a big chip which was lying on the ground. Marston and two visitors came along, looking at the new work, and one of them, carelessly picking up the big slick began absent mindedly to chuck it up and down into the ground! Davis saw the misuse of his pet slick, and with a jump and a roar, he seized the tool and stood looking at its edge, volubly expressing his opinion of a man who would treat an edge tool in that way! When the offending visitor had caught his breath and realized he was not being killed, he stammered: "W-w-why I-I t-thought 'twas a shovel!"

Mr. Davis told the writer that welded up mowing scythes made the best material he knew of for chisels and for knives. The iron in the scythes

was of the best quality, and the slight strip of steel, made the metal all the better when welded into a solid chunk. The writer can back up this statement, from his own experience.

* * *

Mr. Marston was elected to his state legislature about that time, and, perhaps unconsciously, "put on dog" to a certain extent, and one day Davis saw his employer drive toward town with a plug hat on his head. Mr. Davis quit his work at the mill,

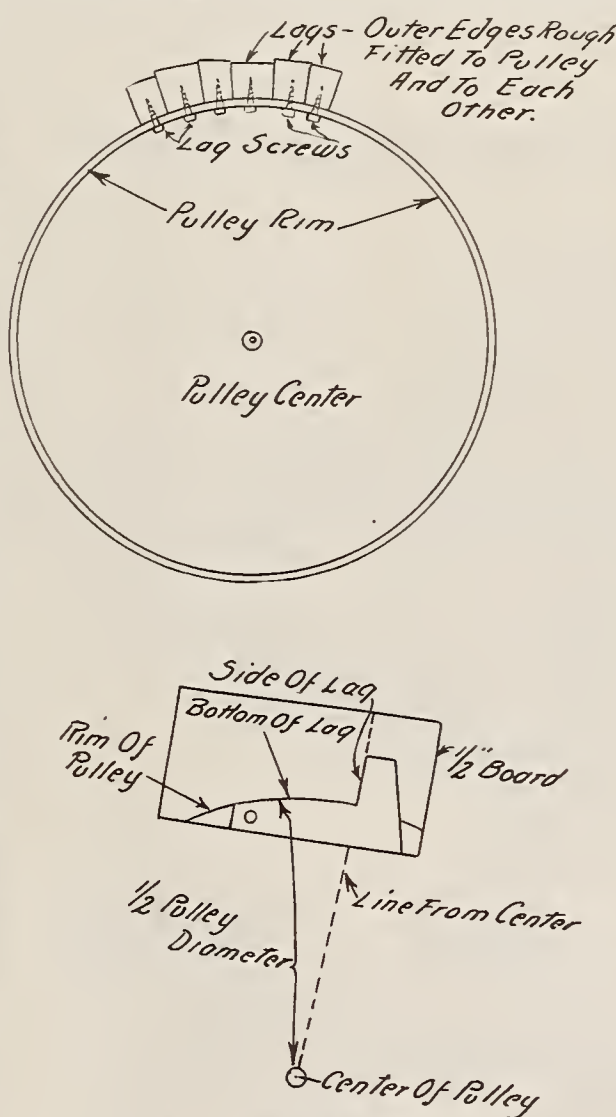


FIG. 1. LAGS FITTED IN PULLEY

went across the road to Marston's barn and when that gentleman drove back from town, Davis had both the big doors of the barn lying flat on the barn floor.

"Why Mr. Davis, what is this for?" asked Marston in astonishment as he stopped his horse just outside of the barn.

"Well," said Davis, "I thought I would fix these doors so they would fly right open of their own accord when they saw you driving home with that lid on your head!"

A few days afterwards, Mr. Marston walked into the elevator with his plug hat on his head. I was working with Mr. Davis on an elevator boot close beside the door. Mr. Davis looked up as Marston came in. A monkey wrench in Davis' hand went whiz-bang through the air and that new silk hat rolled away and lodged on a sink grating. Davis never said a word, neither did Mr. Marston, who gathered up his hat and left the elevator. Next

pattern so three castings from it would just fit around inside of the rim between the lugs where the rim was split. These six lugs weighed more than a ton, and when securely bolted in place, offered so much inertia that the crank did not accelerate the wheel any more, when on the quarter.

Then Davis said he could get a lot more power out of the engine by speeding it up a bit, so we got out a lot of lags, six inches thick, and lag-screwed them around the face of the engine pulley on the main shaft, the rim of the pulley being drilled for four three-quarter-inch lag screws into each of the thick lags. Fig. 1 shows how Mr. Davis made a "try-square pattern" as he called it, for shaping the lags, which was done almost entirely upon a circular saw, smoothing up only, being done by hand.

The engraving shows several lags in place, fitted to the pulley and to each other, but the outer edges left rough to be turned later by engine power. Mr. Davis took enough narrow belts from around the elevator, to reach around engine and lagged pulleys. Running the engine slow, he turned one half of the pulley, then moved the narrow belt to that side and turned the other half of the pulley lags. The tool best fitted for this work, was the sharply ground tang of an 18-inch file—better than a chisel, with which the finishing was done, with a finishing touch from an ordinary jack-plane.

The engravings show how the lags were fitted, and how the pattern was originated. It made no difference how wide or how narrow a lag might be, the same pattern fitted them all. Mr. Davis tacked a bit of thin board to the floor, bored holes in a stick for pencil and awl, a distance apart equal to the radius, or half diameter of the pulley. Then with the awl thrust into a point representing center of pulley, the pencil was made to describe a line on the thin board, corresponding to rim of the pulley.

A radius line through the pulley center was then drawn upon the board to represent side of a lag, which was done largely upon a big circular saw, the lag stock being run almost crosswise past the saw, against a fence set at as great an angle as possible. Several cuts of the saw were necessary when the pulley was larger than the saw. The pattern was trimmed down to convenient size as shown by the heavy lines, a hole bored for hanging it upon a nail, and one edge of the working sides were chamfered down until only about an eighth of an inch was left to be placed against the lag stock. First, the lag was hollowed to fit the pattern, then the sides were split down on a circular saw, a suitable fence being rigged therefore. Mr. Davis fitted the curved sides of the lag with a wooden plane which had been dressed to a curved face and was kept especially for lagging and similar jobs.

COST OF OPERATING A COUNTRY ELEVATOR*

BY CLIFFORD C. BETZ

It would be impossible to find two country elevators that will show identically the same operating expense. The various items in the expense account will vary in indirect ratio to the volume of grain handled, the character of facilities, and the amount of manual labor actually performed by the operator or owner. Also, there are other minor conditions that will affect our net result, as we will show in our discussion to follow.

The averages and totals given below have been gathered from many different sources, but principally show an average over a period of five years as accumulated in our own little business in Conrad. This period, 1919 to 1923 inclusive, has some "fat" as well as "lean" years, and still does not take into consideration the hectic years of 1917 and 18; yet we consider it a fair average, and although possibly not technically accurate if applied to every country elevator, at least it will furnish a basis of thought for every elevator owner or operator.

As a basis for our main computation we will assume an elevator handling 200,000 bushels of grain annually. As a matter of fact, this is the actual amount handled by 34 per cent of the elevators in the State of Iowa. If your own elevator handles more or less than this amount, your own ratio of expense will be increased or decreased proportionately.

1	Interest in average investment in elevator, building, machinery, office and scales 10,000 @ 7%.....	\$ 700
2	Interest on average investment in grain on hand and in transit \$5,000 @ 7%.....	350
3	Depreciation, including repairs on plant \$10,000 @ 5%.....	500
4	Salary of owner or manager.....	1,500
5	Wages for helper.....	1,000
6	Rent on railroad leased land.....	100
7	Normal taxes, buildings and grain.....	300
8	Fire and Tornado Insurance, Buildings and Grain.....	150
9	Power and Light.....	200
10	Workmen's Indemnity & Public Liability Insurance.....	25
11	Incidentals—Telegraph, Telephone, Postage, Office Fuel and Office Expenses.....	200
12	Loss of Grain in transit, 1/2% of 200,000 Bu.....	400
13	Inspection and weighing.....	200
		\$5,625

Please note that in this computation we have not included freight charges, nor terminal market commission charges, both of which are eliminated when the country shipper accepts a net track bid. We have also ignored an item which sometimes proves quite costly to an indifferent or inexperienced shipper, and that is, "Loss by Deterioration and Misgrading of Quality," but which we contend may be reduced to a minimum by careful and efficient management.

Now to recapitulate:—Our total cost as itemized above, \$5,625 for handling 200,000 bushels or an average yearly operating and overhead expense of approximately 2.8 cents for every bushel handled. Where is the profit for the fellow who makes an attempt to handle grain on 2 cents per bushel margin?

We have reached a place in the history of the grain trade where it is really a question of the "Survival of the Fittest." Grain dealers everywhere must realize the average cost of doing business in their line. Without doubt, there will be increasing pressure from all manner of sources without, and from increased efficiency within, the confines of the grain trade to force narrower and still narrower margins. Please take this one thought home with you to think over, where do I stand compared with the most efficient concerns in my line of business?

FUTURE RATE ADJUSTMENTS

Dr. David Friday, who has directed research work for the National Transportation Institute spoke at a recent dinner of the Illinois Manufacturers Costs Association, in Chicago. He said that railroads had been receiving earnings of a little more than half those that manufacturers have enjoyed. He strongly urged that an adequate rate system be

*An address delivered to the Western Grain Dealers Association convention at Cedar Rapids last month.

Does Waterway Transportation Pay?

The value of river navigation in bringing lower freight rates has been significant. Up to last November, the Mississippi River barge line, which for several years has been operated by the Government in connection with the Mississippi-Warrior Service had carried a total of nearly 1,750,000 tons of freight, at a cost to shippers of slightly more than \$7,000,000. The Government's barge line experiment since it was established in 1918 has actually saved in freight charges to the shippers the sum of nearly \$9,000,000; and this does not take into account the millions of dollars the shippers

have saved on freight shipped by rail as potential water rates made by the railroads to meet water competition.

Officials of the line are confident that the barges will carry 1,000,000 tons in 1924, which, using the \$1.40 differential, would mean a saving of \$1,400,000 to shippers.

Recent figures show that on 218,631 tons of wheat and corn shipped from Western states to New Orleans, the saving was \$284,220.30, and on 1,364,707 bushels of wheat shipped from the West to New Orleans, there was a saving of \$53,223.50.



May 15, 1924

made, and asserted that freight rate readjustment would be a primary transportation problem in the next decade.

The railroad structure, he explained was built up piecemeal and by various proprietors. It is now a national system. Freight rates have advanced far less rapidly than prices since the revival of business in 1898. Dr. Friday said that prices in regular commercial lines were rising from 1898 to 1917 while freight rates were stationary or falling. Prices today are 50 per cent above pre-war prices, and freight rates have merely adjusted to them. He went on to say:

"Bad consequences have followed the delay in the adjustment of freight rates to prices. One of these was the necessity of collecting out of the public treasury the profits which should have been collected from the shippers of freight. Had freight rates kept on a parity with prices from 1915 to 1923 the public would have paid \$10,000,000,000 more in freight charges during the last 10 years, but it would not have been necessary to pay the railroads the \$1,696,000,000 they received in the period of government control. The railroads would have paid additional excess-profits and income taxes amounting to more than \$1,500,000,000 and they would have been able to pay off some of their bonds, pay dividends and give their securities an investment value which would secure an abundant supply of capital for years to come.

"Instead of this, freight rates were kept at the depression level of 1897 until prices were 75 per cent above the level of 1913. The net result of this policy was that profits of corporations other than railroads doubled. In 1921 they fell to the pre-war level, but in 1923 they are again almost twice as high as in 1923."

CAUSE OF STARCH DUST EXPLOSION AT PEKIN

One of the most disastrous industrial plant dust explosions on record was that which occurred January 3, 1924 at Pekin, Ill. In this catastrophe the Corn Products Refining Company incurred a property loss estimated at \$750,000 and compensation claims ran to \$175,000, to say nothing of the loss of 42 lives. A recent official report of the Government experts in the Bureau of Chemistry, Dr. D. J. Price, H. R. Brown and P. W. Edwards, gave some interesting data relating to their investigation at Pekin after the disaster.

They started out by listing the theories as to possible causes and these were then carefully investigated. One by one they were eliminated until the item of "hot bearings" was reached. An examination of the bearings on the starch reels and Andree Mills and conveyors in the building showed them to be in good condition. However, a bearing on one of the conveyor lines in the basement of a building showed unmistakable evidence of having been the cause of the explosion.

In many cases the greatest damage is not done at the point of origin of the explosion. Having definitely located the point of origin, search was made for all available evidence that might indicate the cause of it. The cause of dust ignition having been determined, the next task was to find the cause of the fire in the conveyor. It was established that the shaft had been exposed to a temperature of 550 degrees F. for a considerable time, but while this would not be sufficient to ignite starch, it would in time ignite wood. In examining the bearing, shaft, hanger and conveyor box it was found that the shaft had dropped slightly in the hanger, but on opening the bearing it was found that the babbitt metal in the bearing had not melted or run. It was, however, very dry and badly scarred, and the shaft was colored a dark blue or purple.

It is the opinion of the investigators that the oiling of the bearing that started the fire was either neglected, or if the oil was put in the oil hole it failed to reach the bearing because the hole was clogged with starch. It was necessary to use heavy oil in these bearings because the high temperature of the starch passing them would

heat the bearing so that thin oil would not last.

In discussing conclusions and recommendations the report says, in part:

Another lesson taught by this explosion is the necessity of adopting some other system of lubrication in sections of the plant where the explosion hazard exists. In bearings such as the one which apparently started the fire a positive system of lubrication, an oilless bearing or a hot journal alarm system should be installed. Such a system is especially necessary where the bearing is somewhat inaccessible or where thorough inspection is impossible.

As a means of limiting the extent of an explosion in plants of this kind, it is specifically recommended that parts of the process where the dust hazard exists is carried on in separate buildings and that all buildings in which the explosion hazard exists be separated and sufficiently removed from one another to prevent the propagation of flame among them. The steel screw conveyor with choked discharge and loose covers has proved to be a satisfactory method of conveying material from one building to another in plants of this kind.

In installations of this type the buildings are separated sufficiently to prevent the spread of fire due to exposure and the conveyor lines between the buildings have loose covers that will be blown off and vent to the outside air any explosion wave that may enter the conveyor box. Before entering the building to which the material is being conveyed the main conveyor should discharge through a choked feed spout into a secondary conveyor that leads into the building. Such a system eliminates all direct means of communication between the buildings.

NEW ELEVATOR AT DUNKIRK

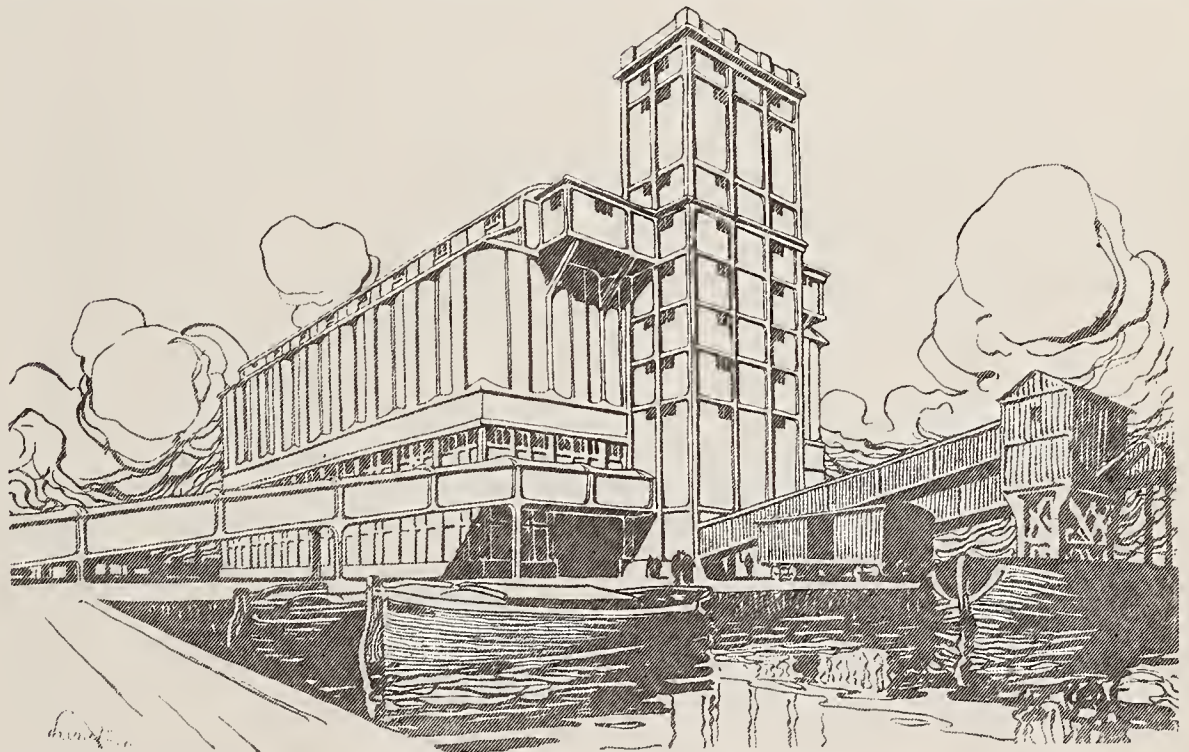
Commercial bodies at various French ports have been making strenuous efforts to regain the position in the world's commerce which France held before the war. Modern loading and unloading equipment has been provided and ample storage capacity

of receptacles which can be handled by the electric or hydraulic cranes just mentioned or by means of the pneumatic elevators installed by the Chamber of Commerce. These are three in number and have all the improvements that have been made on appliances of this kind in recent years in France, England and Germany. They have been constructed with a view of meeting the demands made by the handling of all cereal grains and the special seeds yielding oil.

The unloading of grain can be done either by lighter or at the dock in bulk or in sack, with or without weighing, and with or without cleaning. Ordinarily, one of the pneumatic elevators discharges from 2,500 to 2,800 bushels per hour. The three elevators, working together on a cargo of grain in bulk, are able to unload a minimum of 1,500 tons of grain, or over 52,000 bushels in bulk in a working day of 8 hours.

A further evidence of the progressive spirit of the Dunkirk Chamber of Commerce is the storage capacity provided by the concrete tanks. These have a total capacity of about 525,000 bushels. There are 56 bins, each with a capacity exceeding 800 bushels, and 42 bins each with a capacity of from 1,800 to 2,100 bushels. The work was done by the Union Central de Enterprise, of Paris.

The installations at the dock consist of a subterranean gallery 75 feet long and another one 210 feet long, transverse to the first one and reach-



NEW GRAIN ELEVATOR AT DUNKIRK, FRANCE

for grains of various kinds. At Bordeaux, for instance, pneumatic grain transfer apparatus has been installed and movable platforms, cranes, etc., to make the transfer equipment a suitable adjunct in the handling of grain from or to steamers and cars, or to storage tanks. This transfer apparatus in two units has a rated capacity of 10,000 bushels per hour, although it has actually handled nearly 12,000 bushels per hour.

But apparently the largest improvement in the means for handling grain at the waterside has been made at Dunkirk. Our French contemporary, *La Meunerie Française*, in a recent issue, gives particulars of the extensive work undertaken by the Chamber of Commerce of Dunkirk to give that port the most modern equipment and ample facilities in handling grain. It may be promised that this equipment for grain is not the only improved port facility which Dunkirk has. It has, for instance, a floating electric power station, installed on a steel boat, the uses of which are numerous in connection with the commerce of the port. It has two power units, each of 500 kilowatts, the power coming in the first instance from 6 marine boilers. There are 116 traveling cranes, of which 75 are electric and 41 hydraulic, and with capacities varying from 3,300 to 22,000 pounds. Their cranes, which are entirely of metal, are mounted on cars which run on a track on the margin of the quay.

At Dunkirk, grain is unloaded either by means

ing the elevator underground. The grain will be delivered on the conveyors through apertures in the dock at suitable distances. The conveyors will be three in number, will be driven by electric current, and will each be able to deliver to the elevator tanks 4,000 bushels per hour. Space has been reserved for the eventual installation of a fourth conveyor.

There will be three lines of discharge, each comprising an elevator of 4,000 bushels' capacity per hour, an automatic weigher, and a conveyor underneath it. With the subterranean galleries and the covered conveyors, grain can be handled to and from the elevator and to and from vessels. There are facilities for loading on to wagons, trucks and railway cars. Space is provided on both sides of the elevator for sacking grain in automatic sackers. Ten conveyors are arranged to carry grain, whether in bulk or sacks, into boats at the dock. Further, grain can be automatically weighed directly into the small craft, if desired.

The premises will be provided with a dust collecting system, with fans and collectors operated by electricity, so that loss and danger from this source will be obviated. Not only will these appliances be driven by separate motors, but all machines, wherever possible, will have individual motors, so as to operate at the smallest possible expenditure of power, and consequently, of money. Complete cleaning equipment is installed.



Published on the Fifteenth of Each Month
BY

Mitchell Brothers Publishing Co.

OFFICE:

Manhattan Building, 431 South Dearborn St.
CHICAGO, ILL.

A. J. MITCHELL.....Business Manager

Subscription Price - - - \$1.00 per Year
English and Foreign Subscription 1.75 " "

ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

Official Paper of the Grain Dealers National Association and of the Illinois Grain Dealers Association

CHICAGO, ILL., MAY 15, 1924

CLEANING UP

CLEANING up an elevator should not be an annual or semi-annual job. An elevator should be kept clean all the time. There should never be accumulations of dust and trash in the house, nor collections of weeds, cobs, lumber or other material outside. It is a busy day indeed which leaves no time for looking after these things, and they are more important than talking over the chances of the St. Louis Browns, the Giants, or the White Sox. There are plenty of elevator operators who always have time to talk baseball, but who are too busy to clean up properly.

At this season of the year, however, there are certain jobs to be done that are out of the run of daily inspection and cleaning up. The house needs a coat of paint, and when you are painting do not forget that those high walls afford valuable space to advertise your firm name and any sideline which you have to sell.

Every belt in the house should be gone over foot by foot, and if there is one which leaves any doubt of ability to perform its work through the season, it should be replaced before, and not after, the breakdown. If the belts show signs of rubbing, look to the alignment of the pulleys and save power as well as your belt.

Your power plant needs thorough overhauling and every worn part should be replaced, every valve and bearing should be made to function perfectly, for these are a common source of power loss and fire hazard. Fix up the driveway, put in the most convenient dump you can find, have a feed grind-

ing mill, if the farmers want their grain ground. In short, put your plant in such shape that it can give the greatest service with the least trouble to a patron. Small annoyances drive away more trade than most operators realize. Eliminate the annoyances, and give your elevator the appearance of prosperity and business-like service. It brings new business.

THE WAY OUT

EVERY reader would do well to consider carefully the report of Secretary W. E. Culbertson of the Illinois Association, which appears on another page. The conditions cited and the way out of the difficulty are true and applicable in every grain raising state. The solution of the country dealer's troubles lies in sidelines, for only in rare instances is an elevator so situated that it can draw enough grain to itself to pay a profit on the investment and the time of the operator.

Country grain dealers might as well reconcile themselves to the changed conditions and get into step with the procession or drop out. A great many have already taken on sidelines and are doing well, but a number have failed to recognize that there is a difference between being a grain buyer and being a salesman. The technique of selling is a specialized art which requires serious study. In the first place a merchant has to get out after business, not wait for it to come to him. Getting out does not necessarily mean a trip in the Ford, although that is a good way, too. You can "get out" among prospective customers with advertising in local papers, with circulars, and with outdoor signs along the highways. All these methods are good for sales when properly used, but are next to worthless unless they are prepared with care. This is one of the phases of merchandising that needs study. Whatever you handle you can get real co-operation and assistance from the manufacturer who makes your brand. Most of them are equipped to furnish just this sort of service and would be glad to lend their aid. Do not be backward in asking for it.

FATE OF McNARY-HAUGEN BILL DOUBTFUL

LAATEST returns from Washington indicate that, unless the proposed administration bill for farm relief is acceptable, the McNary-Haugen measure will pass the House, but may be bumped off in the Senate. The bill was reported out of the House Agricultural Committee on April 24, after attempts had been made to substitute the Norris-Sinclair bill, a direct price fixing measure, and the Voigt bill. The latter was introduced by Representative Voigt of Wisconsin and provided for the creation of a corporation to sell wheat abroad along lines similar to the plan provided in the McNary-Haugen bill. Under the bill, a corporation, with a capital of \$50,000,000 to be subscribed by the Government, as against \$200,000,000 fund called for in the McNary-Haugen meas-

ure, would be set up to buy all kinds of wheat until the price of No. 1 Northern Spring wheat at Minneapolis reached \$1.65 per bushel. Grain purchased would be sold abroad, but if the price reached \$1.70 the corporation would have the authority to sell in the domestic market. A charge of 15 per cent would be made by the corporation against each bushel of wheat bought from farmers who would be reimbursed in the event a profit was made by the corporation, in proportion to the amount left after deduction of losses on exports and expense for handling the grain.

As reported out of committee, the McNary bill has eliminated the compulsory scrip feature, and provides that the corporation could use scrip or pay entirely in cash, making allowance for cost of marketing and probable losses.

In effect this would operate much in the manner of the wheat pools, which have made a comparatively small initial payment, and little further. The objectionable basic principles of the bill remain and would operate to the detriment of everyone who has anything to do with the raising or handling of grain.

The main hope of defeating the measure lies in an appeal to members of the Senate whose constituents are both of the city and the country. The measure is political sop to the farmers and there are very few in Washington, even among its adherents, who believe the bill has any economic merit. The vote-getters think they must do something to satisfy the farmers so that they can be re-elected. Whether their act ruins the men it pretends to help or whether it destroys an underlying principle of American genius is no concern of theirs. All they want is votes. Write or wire your senators and do it at once.

WHEAT ACREAGE DECREASES

MAY is the first month in which an approximate forecast can be made on Winter wheat. Earlier reports are sometimes close, if the weather obeys the law of averages. But it seldom does. It usually plays freakish tricks which necessitate new averages. May is close to harvest time in the Southwest and only real catastrophies like hail or tornadoes or fly infestation change the estimate. So we may accept in good faith the Government estimate of 553,013,000 bushels of Winter wheat, as against 572,340,000 last year. This is the smallest since 1917. The estimate is based upon a remaining acreage of 36,898,000. There was a loss of 35,000 acres or 7.6 per cent during the winter. The condition on May 1 was 84.8 compared with 80.1 last year. So the short crop will be due to small acreage alone. This is a matter of congratulation and gives hope for the future.

The prospect for rye is also less than last year. There will be 61,739,000 bushels, if the May 1 condition of 88.2 is sustained.

Kansas, Oklahoma and Nebraska are normally the source of a large part of our export wheat. Those three states will produce 225,000,000 bushels this year, as against 174,000,000 last year. Hard Red Winter is

a popular wheat abroad and if there is any considerable demand, these states can supply it to the satisfaction of all. If the Pacific Coast states have 11,000,000 bushels less than last year to dispose of there will be no great mourning, for it is unlikely that the demand from the Orient will be as great.

Such a report ordinarily would almost assure a marked improvement in price levels, but there can hardly be hope for improvement until we know whether the crop is going to be handled by the grain trade and the millers or by the socialistic department of the Government.

WAITING FOR BUSINESS

IN THE country elevator business there has been far too much sitting around waiting for business to come to you, or sitting around watching the farmers drive past to your competitors. This, of course, does not apply to all operators at all seasons of the year, but it applies to most of them at some season.

A new order of things is here. Elevator operators must branch out and handle commodities which the farmers and townsfolk need. When he has something to sell the operator cannot afford to sit around any more than he could under the old dispensation, nor as much. Success in merchandising is another name for "hustle." To sell any commodity in competition one has to be on his toes every minute, constantly trying out new schemes to get people to buy, going out after business, and sticking to it six days of the week. This may seem like a burdensome program to those who have not tried it. But it is far from it. There is a high degree of satisfaction and pleasure in selling a big bill of feed, a winter's supply of coal, the lumber for a new barn, tile for somebody's 40-acre lot, a bill of fencing or posts, or whatever else is handled. There is only one thing that gives a more satisfactory feeling. Getting the check to cover in full. There is only one way to experience this feeling of satisfaction: get busy.

EDITORIAL MENTION

The Dawes report is receiving a Missourian reception in financial and grain circles. It was bullish, but the market failed to respond.

The import duty on wheat and wheat flour has been reduced 40 per cent by the Brazilian Government in the effort to reduce the cost of living.

On May 9, money rates were the lowest in two years. The business stagnation which is responsible is temporary we hope, for Congress will adjourn soon.

The National Fire Protection Association is attempting to standardize lightning rod installation. The principle of rod protection has been standardized by many years' experi-

ence. Every elevator should be rodded or have its iron clad sides and roof well grounded. The protection afforded is practically 100 per cent.

We are soon due for a crop scare, but it will be mild compared with the shock some dealers will have when they examine the corn in their bins one of these nice warm mornings.

The advertising space on elevator walls is allowed to go to waste in 50 per cent of cases. Progressive firms pay good money for similar space to advertise their business, and make it pay.

Our politicians are doing their best to cut off our most promising outlet for western wheat. The Japanese exclusion policy could be accomplished without friction if it were done diplomatically. But then, California wasn't particularly diplomatic to its own Hiram.

Colorado wheat growers who sold their grain to the elevators last fall received an average of 90 cents a bushel. The poolers are reported to be receiving about 65 cents net. Perhaps they didn't need that 25 cents a bushel as much as Mr. Sapiro's gang did.

The *Farmers' Sun*, an Ontario, Canada, farm paper, commenting on a legislature committee investigation of farm conditions, says: "The regulating of prices is, obviously beyond the control of any Government." It does not seem to be so obvious to a few persons in Washington, D. C.

The dollar is gradually increasing in value. The average purchasing power for the week ending April 18 and 68.7 per cent of the pre-war value. This is the highest it has been since the severe decline in prices of January, 1922. We may yet live to see the "iron man" come back.

Canada is trying hard to stir up a sentiment against the use of lake water for sewage disposal at Chicago. The Dominion is said to be using for power more than its allotment of water at Niagara Falls. Let's pluck out that beam, brother, before we argue about the mote.

A proposal is before the Vancouver city council to exempt from taxation for a period of 10 years, all grain elevators of over 1,000,000 bushels capacity. This is done, not merely to encourage building, but as a matter of justice, as Government elevators pay no tax and private houses, which have to compete with them, should not be penalized. Imagine, if you can, an American legislative body thinking of justice in connection with taxation!

The International Parcel Post Corn Show is something new. It will be held at Athens, Texas, from September 29 to October 4, in connection with the East Texas Cotton Palace. Every corn raiser in the world is invited to send one ear of corn by parcel post, and the exhibit will be housed in a separate brick building. Thousands of entries are expected from all over the world. There will

be three classes: One open to Texas growers; one to United States growers; and one to world growers. The champion in each class will compete for the sweepstakes, the winning ear taking a prize of a silver loving cup. There are no entrance fees. Every contest of this kind increases the interest in better corn and we are for it.

Certain factions in eastern Canada object to the St. Lawrence deep waterway project because of the danger "in placing ourselves practically at the mercy of a stronger neighbor." This is an old-world attitude of mind, an atavistic complex which a hundred years of peace should have succeeded in dissipating a long while ago.

The Los Angeles Grain Exchange has recently amended its rules to provide that future contracts in barley may be delivered in any public warehouse in California with the season's storage, loading charges and freight to Los Angeles for the account of the seller. Similar proposals have been made in eastern markets to cover deliveries of all grains, but the plan was not considered feasible. It will be interesting to see how the California experiment works.

It is reported that Spillers, Limited, the English milling company which has a 2,000,000-bushel elevator at Vancouver, under construction, is negotiating for the control of the Alberta Pacific Grain Company, which has 283 country elevators in Alberta and Saskatchewan. This will make the company a decided factor in the Canadian grain trade, and as the organization has been doing things on a big scale for many years, it is quite possible that it has only begun its operations in the Dominion.

Senator Shipsted of Minnesota recently complained that the reason interest on agricultural loans was so high was because treasury certificates and bonds bore too high a rate. In answering this charge Secretary Mellon gave the Senator an earful. In part he said:

The farmer's greatest enemies today are those who, posing as his champions, lead him into the belief that his ills can be cured by political measures rather than through the necessary economic adjustments, and who seek to divert him from facing the facts.

With reference to the effect of the Federal Reserve Bank rate on conditions in the Northwest, statistics show that in the Minneapolis district the average rate charged by member banks to customers on paper which they in turn rediscounted rose from 7.65 per cent in December, 1921, to 7.99 per cent in December, 1923, although the discount rate of the Federal Reserve Bank of Minneapolis declined from 5½ to 4½ per cent. On the latter date the spread between the discount rate and the rate charged by member banks to their customers was 3½ per cent. This would hardly bear out the contention that the plight of the banks in that district is due to the discount rate of the Federal Reserve Bank.

There seems to be a determination in some quarters to discredit Secretary Mellon, but it will be a difficult task for the rank and file of citizens who have given thought to the question regard him as about the best head of the Treasury Department we have ever had.

J. FRED WICKENHISER
Toledo

NEWS OF THE TERMINAL MARKETS

GEO. S. BRIDGE
Chicago

WHEN DOES THE NEXT LINER SAIL?

World shipments continue at top figures. Nearly 20,000,000 last week. European appetite is hard to satisfy. Bread is the cheapest and best food and a popular diet abroad. A loaf of bread, jug of wine and some greens or cheese constitute a meal in many European homes.—*Southworth & Co., Toledo, Ohio. From Weekly Market Review, May 10, 1924.*

REPEALS INTEREST RULE

The Board of Directors of the Cincinnati Grain & Hay Exchange, Cincinnati, Ohio, have repealed the rules and regulations of the Exchange which relate to interest charges on money advanced to shippers of grain and hay on consignments to grain merchants. The repeal became effective May 15. Hitherto not less than 6 per cent has been charged on sums advanced on consignments.

MODERATE RECEIPTS OF ALL GRAINS

Receipts here of all kinds of grain continue to be moderate and all finding satisfactory outlets, although the low grade Soft corn is difficult to dispose of except at wide discounts. Oats are in good inquiry for all kinds and the market could probably stand some increase in this grain, as in all others, without burden.—*Bert A. Boyd Grain Company, Indianapolis, Ind. Market letter of May 12.*

BOARD SELLS RADIO STATION

Announcement is made that the Chicago Board of Trade has sold its radiophone broadcasting station WDAP located on top of the Drake Hotel, Chicago, to the hotel management, possession to be given June 1. There will be no interruption in broadcasting of Board of Trade market quotations and they will be given out at half hour intervals during the business day.

The reason for selling, it was stated, was because the station had developed to a stage where it was difficult to furnish the amusement program desired in addition to the market news that was broadcasted daily.

LOOK FOR BETTER MOVEMENT

Receipts here of corn recently have been light and values have been holding well in line with other markets. There has been a good demand from industries, but business for shipment has been light. We look for a better movement from the country as soon as corn planting has been finished, which will likely be within the next week or 10 days, favorable weather prevailing.

Receipts of oats have been light but sufficient to supply the limited demand. Values have been in line with other markets. Reports regarding the growing crop have been very favorable up to this time.—*Mueller Grain Company, Peoria, Ill. Market letter of May 12.*

FARM BLOC STANDS ONLY FOR SELFISH INTERESTS

The selfish political motives of the Farm Bloc stand out like a mountain in the sunlight. To play with \$300,000,000 of Government money is more plainly the object of their ambitions. To help the farmer is largely camouflage and a by-play, now disclosed so that anyone can see by their opposition to every constructive measure to help business of the country. They are against fair and reasonable reductions in taxation, and have declared against the Dawes plan. Both would mean tremendous progress for all—including the farmer. Working out the Dawes plan would quickly give

access to European markets for our surplus grain. to say nothing of manufactured products, and would create in a sane way the better markets and better prices so much desired. It has the endorsement of sincere and successful financiers and business men, and fails only in one spot, i.e. the approval of the Farm Bloc politicians, who stand for their own political advancement, regardless of results to agricultural interests or to the nation.—*Pope & Eckhardt Company, Chicago, Ill. From late market letter.*

BURTON L. FIGELEY

In the late seventies the grandfather of Burton L. Figeley was associated with the old grain firm of Smith & Porter at Freeport, Ill. That has nothing to do, however, with the subject of our sketch unless it perhaps acted as an influence which urged his grandson to enter into the grain business. It was apparently so ordered, therefore and so hap-



BURTON L. FIGELEY, CHICAGO

pened that Burton L. Figeley started in the grain trade in 1910 and up to the present time has made it his life work.

Mr. Figeley was born in Freeport, Ill., on August 27, 1885. He attended the public schools of the city and for a short time after graduation was connected with the Illinois Central Railroad Company. This brought him more or less in contact with the grain interests of the vast central territory and it was not unusual then that he engaged with H. A. Hillmer of Freeport, Ill., and further advanced his acquaintance with, and knowledge of the grain trade. After eight years service with Mr. Hillmer he formed a connection with Hulburd, Warren & Chandler of Chicago, in 1918 and served in the cash trade under E. V. Maltby, manager of the cash grain department. During his association with the firm he traveled in Illinois, Iowa and South Dakota. When, on April 1, 1923, Hulburd, Warren & Chandler gave up their cash grain department and Mr. Maltby went with J. J. Badenoch Company of Chicago, Mr. Figeley followed and travels in the same territory as formerly with the old firm.

The picture which is given herewith was taken at Springfield meeting of the Illinois Grain Dealers Association. Mr. Figeley has attended these meetings very regularly and is an ardent supporter of all the principal social events. His acquaintance in Illinois is large, and as a matter of fact

also throughout the central territory generally and the Northwest. The illustration shows him to be a young man, one of the kind the grain trade needs at the present day. Such an army of young men, imbued with character and honesty and looking forward to future success of the great grain industry would present a barrier that no radicals at Washington could permanently or successfully assail.

A DECREASED WHEAT ACREAGE

It is apparent that natural conditions are rapidly readjusting in the direction of a profitable balance between supply and demand. Low prices and unprofitable production has resulted in decreased seeding in the leading countries this year. Thirteen of the leading countries in the northern hemisphere show a net decrease of over 8,000,000 acres from the total of 115,000,000 acres of 1923. Further reductions seem certain in American and Canadian Spring wheat acreage and the greater part of the American spring wheat territory is deficient in subsoil moisture. In Canada seeding is late. The northern hemisphere new crop prospect is suggestive of conditions that make for supply reduction during the coming wheat year.—*Bartlett Frazier Co., Chicago, Ill. From late Market Review.*

FORT WORTH GRAIN & COTTON EXCHANGE COMMITTEES

G. E. Cranz, president of the Fort Worth Grain & Cotton Exchange of Fort Worth, Texas, recently appointed the following committees to serve the coming year:

Grain Arbitration—J. A. Simons, Jr., chairman; C. M. Carter, W. O. Brackett.

Grain Rules, Constitution and By-Laws—Chas. Simons, chairman; Young Davitte, R. T. Dorsey.

Traffic—W. W. Manning, chairman; M. E. Berney, W. O. Brackett.

Grain Inspection Appeals—E. E. Bewley, chairman; W. W. Manning, R. I. Merrill.

Floor and Wire Service—T. E. Ferguson, chairman; G. C. Henderson, D. H. Hamilton.

Publicity and Welfare—Leo Potishman, chairman; Chas. Little, Harry Johnson.

Grain Inspection and Weighing Supervision—G. C. Henderson, chairman; W. W. Manning, Young Davitte.

Grain Arbitration Appeals—W. W. Manning, chairman; C. D. Ferguson, G. E. Blewett, R. I. Merrill, M. C. Rall.

Cash Grain—G. C. Henderson, chairman; Chas. H. Newman, C. D. Ferguson.

WHEAT A PURCHASE

Wheat looks a purchase on small breaks. Constructive factors are being gradually brought forward. Government report issued this week indicates a crop of 553,000,000 bushels of winter wheat. The crop being the smallest since 1913. The crop is evidently not making satisfactory progress in all sections as with the abandoned acreage taken out the condition on May 1 was only 84.6 against 83 in April. The Soft Winter wheat states have suffered the most. Crop prospects in the southwest continue favorable, but any damage will result in increased buying and sharply higher prices. Spring wheat acreage will be sharply reduced and will probably be the lowest since 1897. Canadian acreage will also show a fair reduction. Their wheat crop is now about three weeks late. Chicago prices are working closer to Winnipeg. There have been a few sales of domestic Hard Winters made for export. The McNary-Haugen bill will probably

come before the House very shortly and we are in hopes it will be defeated. Our present surplus is not excessive. Any serious crop loss or any unfavorable political developments might make this surplus a blessing. It is evident that foreign crops were badly over estimated last year. This is indicated by the enormous world shipments this season. Europe has been taking a tremendous amount of wheat. If it was not for legislation, confidence would rapidly return to the grain markets, and with speculative help prices would work higher. We believe that the wheat farmer has gone through the worst and from now on things will gradually be better for him.—*C. A. King & Co., Toledo, Ohio. From Special Market Report of May 12.*

WHEAT PRICES RELATIVELY CHEAP

It is claimed that the European Continent will continue to receive liberal quantities of wheat before another harvest. Despite abnormally large shipments, markets abroad have shown a decidedly better tone, which seems to indicate larger consumptive ability. The Canadian visible supply decreased more than 20,000,000 bushels within the past two weeks, it being now materially less than last year. Seeding in Canada is delayed by inclement weather and a smaller acreage is indicated. Last year's Canadian crop was the result of an abnormally large yield. A normal production there this year might cut the yield to 325,000,000 bushels. Current reports lead to the belief that our Spring wheat acreage will be the smallest in about 30 years. With wheat prices relatively cheap and prospects of reduced production the world over we are inclined to look for a gradual hardening of prices. Crop conditions are apt to have more influence on prices from now on than available old crop supplies, which after all may constitute a very useful reserve.—*Rosenbaum Grain Corporation, Chicago, Ill. From late market letter.*

CHANGES IN MEMBERSHIP

Chicago.—The memberships of the following have been transferred: Frank P. Logan, Jos. T. Newell, John D. Gilfillen, Jr., Ervin L. Roy, Barton Millard, John H. Watson, W. P. Saunders and E. H. Gelderman. The following were recently elected to membership on the Board: Louis W. Zimmerman, Peter E. Johnson, Charles D. Boyles, Alpha L. Eberhart, Thomas J. Gouldman, Dan Sonnentheil, Charles E. Avery and Frank N. Johnson. Robert W. Harper, Frank W. Hammer and J. G. Beaty were suspended during April. Reported by Secretary James J. Fones.

Duluth.—J. H. Ogle and A. J. Wagner have withdrawn their memberships on the Board of Trade. H. R. Graves and George B. Wagner are new members in the exchange. Reported by Secretary Charles F. MacDonald.

Portland, Maine.—The Cobb Mercantile Company has become affiliated with the Chamber of Commerce. Reported by Howard H. Waldron, Traffic Manager.

Richmond.—Membership in the Grain Exchange has been granted W. C. Ervin & Co. Reported by Secretary W. F. Green.

OLD RECORDS BROKEN

All records for unloading grain at this port have been broken the past two weeks. The elevators have unloaded from lake vessels nearly 15,000,000 bushels per week since navigation opened, one day's figures being 2,994,000 which is the largest amount of grain ever unloaded here in one day. This grain is mostly Canadian wheat which is unloaded here and immediately re-loaded into cars or canal boats for the Atlantic seaboard for export.

The amount of domestic grain arriving here by lake is below normal for this season of the year as the indifferent demand which has existed in the East during the past six months continues with no prospect of any material improvement in sight.

The flour mills complain of lack of business and state what few sales of flour are made must be handled at a loss, and the feeding business throughout the East has had a very tough winter due to low milk prices and all dealers are running from

hand to mouth as the farmers will take advantage of pastures at the first possible moment and cut feeding down to a minimum.

Receipts of grain in this market by rail have been very light the past month and for that reason the price has remained relatively firm, fresh arrivals bringing a new premium over western values and that condition will no doubt obtain until there is a material increase in the movement as some of the local industries find it more advantageous to take all rail grain rather than pay an extra switching and elevation to move lake grain to their mills.—*J. G. McKillen Inc., Buffalo, N. Y. Market letter of May 12.*

MR. KINNEY RETURNS

The writer has just returned from a trip through the West, having gone as far as the Pacific Coast, covering parts of Missouri and Kansas in daylight, also passing through Nebraska and Iowa, mostly in day time, and I am pleased to say that the condition of all crops appeared very encouraging. There seems to be some little delay in the spring work with reference to corn, but oats and wheat, both Spring and Winter, looks very promising, covering the ground well in a very strong and healthy condition.

The past few days we have given considerable attention to Indiana and parts of Illinois and we find that wonderful progress has been made the last few weeks with all crops. In some localities, the plowing has been delayed by recent rains, but many localities are well along with preparations and I saw some corn planted and much ground is apparently ready. Settled weather for the next week or 10 days will see practically all corn planted.

The local market is firm and with light receipts, which we may expect for a few weeks, will be taken care of at steady or better prices.

There is a chance, at this time, to do a little business in the new crop wheat. We believe that some could be worked to advantage if our farmer friends have sufficient courage to sell, at this time. We have large stocks of the old crop and prospects of better yield than has heretofore seemed possible. It would seem that the present basis for the new crop wheat could hardly be expected to hold.—*H. E. Kinney Grain Company, Indianapolis, Ind. Late market letter.*

TERMINAL NOTES

Eric A. Peterson has left the Arcady Farm Milling Company of Chicago, Ill., to accept a position with D. Rothschild & Co.

R. J. Kaiser, formerly with the New York office of Armour Grain Company, has formed a connection with Louis Dreyfus & Co.

The brokerage business of the late James Denyven of Memphis, Tenn., is being continued under the management of F. W. Barr.

John H. MacMillan of the Cargill Elevator Company of Minneapolis, Minn., is again at his office after returning from a trip abroad.

The Swift Grain Company of Detroit, Mich., has gone into liquidation. Principal members of the firm were T. W. Swift and L. M. Swift.

Duncan C. Frick, for the past five years with the Cargill Commission Company of Duluth, Minn., left the firm May 1 to engage in business at Eau Claire, Wis.

C. C. Massie of Northrup, King & Co., Minneapolis, Minn., will sail the latter part of May with his wife and daughter on a trip to Scotland and England.

J. A. Speer has discontinued his cash grain business in the Board of Trade Building, Peoria, Ill., and is confining his interests to his country elevators.

Edward B. Terrill, manager of the Early & Daniel Company of Cincinnati, Ohio, was the representative of grain trade of that market on a "Good Will" cruise late in April and first part of May up the Ohio River as far as Marietta, during which over 20 towns were visited. The trip

was one of promotion for Cincinnati merchants and for cementing existing friendships in the vast buying trade lying close to the Cincinnati market.

Walter J. Ravold, formerly connected with the Marshall Hall Grain Company of St. Louis, Mo., has been appointed manager of the St. Louis Grain Clearing House.

J. A. Hallam, who has been serving as deputy weighmaster of the Cincinnati Grain and Hay Exchange, Cincinnati, Ohio, has been appointed weighmaster of the Exchange.

James L. King, grain and feed merchant of West Chester, Pa., and a member of the Philadelphia Commercial Exchange has been re-elected a member of the Philadelphia Maritime Exchange.

Jesse W. Young, who formerly conducted the Young Grain Company at Toledo, Ohio, has become associated with Southworth & Co. of that market and will specialize in the corn and oats trade.

George S. Jackson, vice-president of Barnes-Jackson Company of Baltimore, Md., returned late in April with his wife from a two months trip to the Mediterranean and points along its coast.

The Mikkelsen Grain Company of Portland, Ore., was recently incorporated with a capital stock of \$25,000 by J. Mikkelsen, M. M. Mikkelsen, S. E. Mikkelsen, J. F. Hefferman and John Cameron.

Ferdinand A. Meyer, president of the Baltimore Grain Company of Baltimore, Md., sailed from New York, May 3 on a three months' trip to Europe. He was accompanied by his wife, son-in-law and daughter.

W. E. Hudson, president of Bartlett Frazier Co. of Chicago, Ill., and Harry H. Newell, vice-president of the Rogers Grain Company, Chicago, recently completed a trip East in the interest of their respective firms.

George E. Booth, manager of the cash grain department of Lamson Bros. & Co. of Chicago, Ill., is enjoying a vacation in Europe visiting principally France, Italy and Switzerland. He is expected to return about June 1.

C. E. McCartney of the Ralston-Purina Company of St. Louis, Mo., has taken charge of the company's new plant at Minneapolis, Minn. Ward A. Brown has become assistant to John H. Caldwell as grain buyer in the St. Louis office.

H. Dewitt Irwin, head of the firm of Barnes-Irwin Company of Philadelphia, Pa., has been elected a trustee of the Philadelphia Belt Line Railroad, succeeding L. G. Graff, a former president of the Philadelphia Commercial Exchange.

Philip H. Schiffin & Co., Inc., grain commission merchants of Chicago, Ill., have moved their offices from the Postal Telegraph Building which they had occupied, with their predecessors, almost since the founding of the firm, to Room 49 Board of Trade Building.

J. B. Hessong, secretary of the Baltimore Chamber of Commerce, Baltimore, Md., has published the sixty-ninth annual report of the Chamber with amended rules, regulations, and by laws and statistical information of the trade and commerce of that port.

The government of Manitoba, Canada, has decided to sell its string of 122 grain elevators in the province to the highest bidder, the lease to the United Grain Growers, Ltd., expiring August 31. Possession can be given September 1 and payments may be extended over five or 10 years.

At the annual meeting of the stockholders of the Milwaukee Chamber of Commerce Clearing House Association of Milwaukee, Wis., held in April, F. J. Phelan was elected president; A. L. Flanagan, vice-president; Joseph Lers, secretary; W. A. Hottensen, treasurer. Directors chosen were, F. J. Phelan, W. A. Hottensen, A. L. Flanagan, B. J. Aston, F. H. Spearman, Jr., H. H. Peterson, Joseph Lers.

The Birmingham Grain Exchange of Birmingham, Ala., which formerly functioned as an independent organization is now operating as a department of the Birmingham Chamber of Commerce. Recently elected officials of the Exchange

are: Ernest Redd, president; Ralph Bradley, first vice-president; A. D. Williams, second vice-president; E. Wilkinson, third vice-president; F. B. Fielding, treasurer; O. L. Bunn, secretary. Directors are: J. C. Hodges, C. A. Jones, Jr., Wade Wood, John W. Wood, Cecil Cowan, C. T. Crooks, Stanley Knecht.

The grain futures administration, Washington, D. C., in its recent report to the Senate on future wheat trading stated that transactions in futures on the Chicago Board of Trade last year amounted to 8,572,111,000 bushels counting one side of each transaction, or a daily average of about 28,500,000 bushels.

The Armour Grain Company of Chicago, Ill., on May 1 separated its business into two divisions and only the grain business will be handled under the old name. The cereal, macaroni and allied grocery product departments are to be operated by the Mapi-Flake Mills, Inc., a subsidiary corporation and offices will remain the same as in the past.

C. M. Woodward, formerly president of the Western Grain Company of Kansas City, Mo., which has been liquidating its affairs since January 30, engaged in business on May 1 as the Western Brokerage Company. He will conduct a general brokerage business in grain and mill feeds with offices in 324 Board of Trade Annex, Kansas City.

A controlling interest in the Stevens-Scott Grain Company of Wichita, Kan., has been purchased by Hilbert Kaufman and William H. Smith. The property owned by the company includes six country elevators located at Aulne, Seward, Orsemus, Rauson, Healy and Leoti, Kan. The new owners have been associated with the grain company for some time.

The Fitzgerald Bros. Company of Cincinnati, Ohio, have moved their general offices from the Carew Building where they have been for many years to 1100 Hopkins Avenue. The change was made necessary on account of the large increase in their animal feed business, which together with their hay and grain trade, required larger quarters and additional facilities.

Wegener Bros., who have been engaged in the grain commission business at 305 South La Salle Street, Chicago, Ill., have closed their offices and are now conducting the business through the Updike Grain Company, at 530 Postal Telegraph Building, where they will be pleased to hear from their friends in the grain trade. Both members of the firm, George A., and Arnold Wegener have been members of the Chicago Board of Trade for many years and hold a high position among the Chicago trade for integrity and ability as grain merchants.

CEREAL COMPANY IN DIFFICULTY

Bankruptcy petition has been filed against the Atlas Cereal Company, one of the most widely known oats manufacturing companies in the west. The proceedings are said to be necessary to effect liquidation. It is understood that the company labors under obligations considerably in excess of \$200,000. While the plant, at Kansas City, is said to be in splendid condition, with good equipment, it is not stated definitely by parties in interest as to the extent of assets, in dollars and cents. Estimates have been made, however, that the plant and company, as a going concern, might be worth as much as \$400,000. At all events, the filing of bankruptcy petition indicates that under present conditions the company is unable to meet its obligations. The Atlas Cereal Company sprang into fame a score or more years ago, with its Atlas Oats, widely advertised by unusual methods. It is said to have made consistently a good product. Difficulties in the past year or so resulted in some refinancing, but the plant was shut down about six months ago. The petition in bankruptcy was brought by Simonds-Shields-Lonsdale Grain Company, with account of \$9,133; Arthur Miller,

demand notes dated July 9, 1923, \$7,500, and E. P. Wheat, note dated July 9, 1923, \$10,000. Preferential payments to creditors mentioned include two payments to the light and power company. It is reported that Armour & Co. had negotiated for the purchase of the Atlas Cereal Company some time ago.

EXPORT FACILITIES INCREASED AT PORTLAND, MAINE

In 1923 Portland, Maine, shipped 14,616,500 bushels of wheat; an increase of more than a million over the shipments in the preceding year. The figures compiled by Howard H. Waldron, traffic manager of the Portland Chamber of Commerce, also show shipments in 1923 of over 2,000,000 bushels of oats, 1,696,244 bushels of barley, 782,915 bushels of rye, and 670,000 bushels of corn.

The eastern terminus of the Grand Trunk Railway System at Portland makes this city an im-



BELTS IN CONVEYOR GALLERY

portant one in the handling of Canadian grain for export, especially as connections at junction points also bring in a large quantity of produce, from the Canadian Pacific Railway. The export of grain reaches a high point at Portland usually in the winter months when the Montreal and St. Lawrence River routes are closed on account of ice.

In addition to the two elevators which the Grand Trunk Railway has operated for many years at this point, the facilities have been augmented in the last few months by adding to the equipment of the state piers. Grain loading galleries for operation in conjunction with the railroad's elevators have been added. An incline both conveys and elevates the grain to a higher level, in order to pass on a horizontal level through the long gallery for direct loading to ships alongside the pier, from a connection with the gallery which already existed. Grain is taken off the belt at proper intervals by the operation of a traveling tripper, and is spouted into

belts is 550 feet in length and the other measures 301 feet long. For Conveyor "A" a belt of 4-ply, 32-ounce duck is used. It has a length of 626 feet, and a 1/32-inch top cover and similar bottom cover.

Powerful electric motors drive the belts. The drive of the 550-foot belt is tandem, and there are silent chain drives from motor to pulley. D. E. McIntire, Inc., erected and designed the new conveyor gallery.

With a long line of belt the power required is considerable and consequently the use of roller bearings is well worth while. Hyatt Roller Bearings and Alemite Greasing for the rolls are used in connection with the troughing and flat belt conveyor rolls. These latter are of the set-screw supported style, and came from the Weller Manufacturing Company of Chicago as well as the larger part of the machinery equipment.

TRADE NOTES

The International Acceptance Bank, Inc., of 31 Pine Street, New York, N. Y., recently received from Holland by the steamship *Rotterdam* a gold shipment valued at \$5,950,000.

The L. A. Stinson Company, Inc., engineers and general contractors of Chicago, Ill., have removed their general offices from the National Life Building to 931 Postal Telegraph Building at 332 South La Salle Street.

The Hess Warming & Ventilating Company of 1210 South Western Avenue, Chicago, shipped early this month, the Hess Drier consisting of eight units for the Baltimore & Ohio Railroad Elevator at Locust Point, Baltimore, Md. About 16 carloads were required to haul the drier which will have a capacity of 6,000 bushels per hour. It is said to be the largest grain drier of any make ever installed in a grain elevator and will cost approximately \$200,000. It is expected to have it in operation at the elevator by fall. The Hess company also shipped recently a Hess Drier and Cooler to Argentina for the Rio Santiago Elevator at Rio Santiago. It has a capacity of 12,000 bushels daily and is the fourteenth drier shipped to Argentina during the last 18 months.

A late issue of the *Minneapolis Journal*, Minneapolis, Minn., published an account of a demonstration of the installation and work of a Day Dust Collecting System in the Crescent Elevator in Southeast Minneapolis, Minn., owned by the Van Dusen-Harrington Company of that city. The installation was made in an effort by the National Fire Protective Association and the United States Government to stop the annual toll of death and loss of property caused by dust explosions in grain elevators in various parts of the country. It was expected that the examination of the system by Dr. D. J. Price of the United States Department of Agriculture would result in its adoption by the Terminal Grain Elevator Men's Association and approval by the Underwriters Laboratories. The



NEW SHIPPING GALLERIES AT PORTLAND

any of the hatchways leading to the vessels' holds.

The two belts of the new gallery are so adjusted that one discharges on the other, and they run at a speed of from 900 to 1,000 feet per minute, with a capacity of 18,000 bushels per hour. One of these

system is manufactured and installed by the Day Company of 1023-1025 Lyndale Avenue, North, Minneapolis. Grain men who are interested in the installation can secure further information concerning it by writing the Day Company.

small, on the books of all "clearing members" of the Chicago Board of Trade, as hereinbefore explained, and counting either the aggregate of all "long" or the aggregate of all "short" accounts, amounted to not less than 90,000,000 bushels.

Turning now to the whole group of 32 speculative accounts, comprised in the half-million class and including the 13 accounts already mentioned, general statements may be made as follows:

1. Only two of these 32 accounts were in the market continuously throughout the year, while the remaining 30 were in the market for periods varying from about two weeks to about 11 months. Four of these 32 accounts were never in the market on the "short" side at any time during the year; 10 of them were never on the "long" side, and the remaining 18 were now on the one side and now on the other. Taking the year by quarters the showing was as follows:

Quarter	Total No.	Number Out	Number In	Number Never Long	Number Never on Both	Number Sides
First	32	7	25	10	7	8
Second	32	9	23	7	3	18
Third	32	6	26	15	4	8
Fourth	32	9	23	11	6	6

This table shows that at some time during every quarter there were at least 23 speculative accounts in the half-million class which held some position in the market and that during every quarter of the year there were more of these accounts on the "short" side than on the "long" side. Some of these accounts were active only in the first half of the year, and some only in the last half, but 23 of them were active in both halves of the year. Each of these 23 was also on the books of the same firm in both halves of the year.

2. The total trading in wheat futures for these 32 speculative accounts amounted during the year 1923 to 231,588,000 bushels bought and 228,733,000 bushels sold. Their combined position was sometimes "long" and sometimes "short," but for almost all of the year was "short." This position reached its maximum on the "short" side late in July when it amounted for one day to 8,060,000 bushels and for one other day to above 7,000,000. The combined net position of this group at the beginning of the year was 4,980,000 bushels "short," and at the end of the year 2,225,000 bushels "short." The average daily combined net position of the group by quarters was as follows: First quarter, 3,560,000 bushels "short"; second quarter, 3,760,000 bushels "short"; third quarter, 4,862,000 bushels "short"; fourth quarter, 1,241,000 bushels "short."

3. The only times when the combined position of this group was on the "long" side were early in April, early in October, and early in December. During the first of these periods their combined net position reached its maximum at 1,805,000 bushels "long," during the second at 1,655,000 bushels "long," and during the third at 1,690,000 bushels "long."

For the purpose of comparison a few facts regarding the group of 45 "hedging" accounts in the half-million class may not be presented. There were always some "long" accounts in this group, but the combined net position of these 45 accounts was always "short," seldom to the extent of less than 3,000,000 bushels and usually to the extent of more than 10,000,000 bushels.

The volume of "hedges" carried for this group of 45 "hedging" accounts in the half-million class during the last half of the year exceeded considerably the volume so carried during the first half of the year.

Trading by weeks during the year both for the group of 32 speculative accounts and for the group of 45 "hedging" accounts, is presented in the accompanying table. Average daily closing prices are also given for each week, for certain selected futures. This item is given for each of the active futures from the time when the volume of trading in that future came to exceed the volume of trading in any other future until the end of the delivery month in each case. The total volume of sales (or purchases) for each week, for the market as a whole, is also given.

In calculating the "net positions" which appear in the foregoing table allowance has been made where necessary for deliveries of cash wheat on

contract. This has been possible only on a monthly basis, and for this and other reasons, "net position" figures and some other figures are subject to some slight readjustment as between weeks. The delivery items allowed for are as follows: Speculative group, 100,000 bushels taken in on contract during May; "hedging" group, during May, not deliveries 1,461,000 bushels; during July, taken in on deliveries, 970,000 bushels; during September, net deliveries 2,463,000 bushels; during December, net deliveries 615,000 bushels; during the year, net deliveries 3,569,000 bushels.

A general inspection of the foregoing table indicates in a broad way that the "hedgers" represented by the 45 "hedging" accounts did their heaviest net buying in June and their heaviest net selling in July and August. During the first part of the period from late April to the end of July these hedgers were usually buying more than they sold while during the latter part of this period they were usually selling more than they bought. The speculators represented by the 32 speculative accounts did their heaviest net buying around the middle of March, the first of August, the first of October, and the early part of December; and they did their heaviest selling around the middle of April, the end of June, and the middle of November. During the period from late April to the end of July these speculators were usually selling more than they bought.

No summary of the foregoing report as a whole

BRINGING GRAIN TO MARKET

BY F. L. CLARK

From farm to market and back to farm, the story of grain and feed transportation is a truck story. It is in a truck that farmers more and more are taking their wheat to elevator and mill and a truck in which he carries home his flour and feed and other commodities from the home town elevator. What this revolution in farm hauling means to the grain industry can hardly be overstated. Let readers of the AMERICAN GRAIN TRADE, for instance, put themselves for a moment in the place of the Iowa farmer in the picture as he arrives at the elevator with his load of grain.

Before there was a Minneapolis, a farmer by the name of John Bierbaum hewed a farm out of the woods of northeastern Iowa, and planted the Clover land to wheat. Ten miles away was McGregor's Landing on the Mississippi where steamers took on cargoes of wheat. A number of grain warehouses fringed the shore and took wheat in at one door and let it run in chutes down to the steamers from another door. Warehouse No. 2 belonged to Gilchrist & Co. It was to this warehouse that Farmer Bierbaum hauled his wheat over a next to impassable trail through the woods, first with oxen, later with horses.

Elevator succeeded warehouse, and railroad succeeded steamboat, but no shipping point was brought near to the Bierbaums and they continued



MOVING GRAIN TO THE ELEVATOR BY TRUCK

is here presented because each of its parts is already in summary form. Attention is called, however, to the fact that none of these parts stands alone, and all of them should be considered together. Attention is also called to the fact that much information regarding the wheat situation in 1923, though not coming within the scope of this report, has a very direct bearing upon the significance of the report.

HISTORY OF BUNT OF WHEAT

A summary of the published information on bunt, or stinking smut, of wheat has been prepared and published by the United States Department of Agriculture for the convenience of plant pathologists, agronomists and other investigators, who are interested in the further study of the disease. Most of the information assembled in this Department Bulletin, 1210, has been drawn from German and other foreign publications, and has not been readily available heretofore. The bulletin contains a history of the development of our knowledge of the disease and covers the writings of the earliest investigators. Bunt of wheat has been known from very early times and is referred to by Theophrastus and other early Greek and Roman writers.

WHILE exports of American wheat to Europe have been small this season, exports of American wheat and flour to the Orient have been much heavier than usual. In recent months our exports of wheat and flour to China and Japan alone have been practically equal to our exports of the same articles to all European countries combined.

to haul 10 miles to Gilchrist & Co., the son Fred succeeding his father.

Gilchrist & Co. still buy wheat at McGregor, just as they did in the fifties, a new generation of owners having succeeded the old just as in the Bierbaum family. The Bierbaums still haul their grain to the same place and the same company. Roads have taken the place of trail between the Bierbaum farm and the elevator 10 miles away, but even so never less than a whole day was required to bring a load of grain in to market and get back to the farm.

The other day Mr. Bierbaum arrived at the elevator in the early morning with a load, at noon he drew up with a second one; in the late afternoon he went onto the scales with a third load. Three trips from the farm to town in one day. The picture shows how it was done and the smile on Mr. Bierbaum's face tells in part what it means to him to cut the long journey which he and his father have taken something like a thousand times in the past 60 years into a speed trip with a motor truck. "It isn't so much," he said, "that I am saved the long, hard, all-day ride with team and wagon, though, Heaven knows, I'm glad I'll have no more of that, but think what it means to me from the stand-point of looking after my farm and producing crops to be able to market in one day what it used to take me three days away from the farm to do."

What the use of the truck in marketing grain has meant to Mr. Bierbaum, and to the bit he plays in the grain world, it is meaning to thousands of other farmers; and increasing amounts of grain are speeding to elevators in trucks.

**PER CAPITA CIRCULATION**

Money in circulation May 1 was \$4,760,113,559, or \$42.33 per capita, based on estimated population of 112,449,000. This compares with \$4,812,861,042, or \$42.85 per capita, based on estimated population of 112,331,000 April 1.

CORPORATION EARNINGS**Central Coal & Coke**

Net earnings for the quarter ended March 31, including subsidiaries, are reported at \$399,557, after all charges except taxes, compared with \$111,789 in the corresponding period last year.

INTEREST ON LIBERTY

To meet Liberty loan interest due on Thursday, the Government will withdraw from the banks in the New York district \$12,094,000, making the third call upon the proceeds of the March treasury certificate sale. This will mean that with two thirds of the time elapsed between the first and second tax installments, the Government will have used less than 25 per cent of the balances accruing to it as a result of the March operations. The indications are that the treasury will not be a large borrower in June unless it decides to float a long term loan.

STEEL STOCKS DROP

United States Steel sold at 95¼, a new low for the year, selling being attributed to the unexpected decrease of nearly 575,000 tons in unfilled orders. Although some of the independent steel companies are operating at around 50 per cent of capacity, while United States Steel's production is not much above 70 per cent, shipments are believed to be running above the output, with warehouse stocks being drawn upon to make up the difference. Production, shipments and prices forecast much smaller earnings in the current quarter, as compared with the corresponding period of last year.

COST OF PATERNALISM

Col. W. A. Colston, vice-president and general counsel of the New York, Chicago & St. Louis Railroad Company, declared before an open forum meeting of the Traffic Club of Chicago, in conjunction with the Chicago Shippers' Conference Association, at Hotel La Salle, that "paternalism" has succeeded "sane regulation" in the Government to an extent best illustrated by the fact that in 1923 \$598,000,000 of the taxpayers' money was spent in maintaining independent offices and bureaus—25 per cent more than the entire expenses of Government, including the army and navy, during the Spanish War.

MELLON TAX PLAN NEEDED

Dr. Edwin R. A. Seligman, of New York, famous economist and tax authority at Columbia University, asserted at an "open forum" luncheon at the City Club of Chicago that any excessive taxation levied upon the rich is certain to affect materially the welfare of the poor.

That section of the Mellon plan dealing with the adoption of differentiation and the treatment of capital gains and losses, Dr. Seligman said, should have been accepted long ago, but had been postponed, because of the dread of administrative difficulties. All these doubts, he pointed out, now have been overcome.

"The progress of civilization and the growth of wealth depend upon the spirit of enterprise and the readiness of the forceful and the able to take

risks," he declared. "Anything which seriously checks this spirit of hopefulness or hampers the incentive to save and has a very definite reaction on the whole body economic.

"With the accumulation of capital and the activity of business enterprise, there are set in motion all those forces of modern life which render possible the increase of wages, the lowering of interest, and the reduction of commodity prices."

FARM LOAN BONDS

With the approach of the time for the seasonal offering of Federal Land Bank bonds reports were circulated in Wall Street that the next issue of these securities will be less than \$40,000,000. One banker whose participation in this financing has been intimate, said no flotation would be made before the end of this month, and expressed some doubt that the bonds would be offered at all. As about \$311,000,000 of short term certificates of indebtedness mature on June 15, speculation also has started as to the amount and interest rate of the new issue to be offered. Secretary Mellon usually keeps counsel with himself until a few days before the maturing issues are due before announcing the conditions of the new certificates; hence, reliable figures on the approaching offering are not expected for at least three weeks. Nevertheless, investors with temporary surplus funds are preparing as best they can to subscribe for the new issue, and buyers of long term gilt edge issues are studying the prospects for Federal Land Bank bonds.

OUR ORIENTAL TRADE

Sales of United States merchandise to the Orient are showing remarkable gains, especially when compared with those to other parts of the world. Exports from the United States to Asia and Oceania in the eight months ended with February, 1924, the latest available record, show an increase of about 44 per cent over the same period of last year, while those to the remainder of the world show a gain of 7 per cent in the like period.

The share which exports to Asia and Oceania ended with February, 1924, is 17.1 per cent against 13.4 per cent in the same period of last year, 12.7 per cent in the calendar year 1920, 9.8 per cent in the closing year of the war, and 7.9 per cent in the year immediately preceding the war.

The total value of the exports to Asia and Oceania in the fiscal year ending with June 30, 1924, seems likely to exceed \$700,000,000, as against slightly less than \$200,000,000 in the fiscal year 1914, all of which preceded the opening of the war. In the eight months ending with February the total to Asia and Oceania is \$512,000,000 against only \$356,000,000 in the same month of last year.

NEW UTILITY FINANCING

Northern States Power Company has arranged additional financing through sale of \$5,000,000 6½ per cent gold notes maturing November 1, 1923, to Guaranty Company, H. M. Byllesby & Co. and Spencer Trask & Co. The issue is being offered publicly at 97½ and interest to yield 6⅞ per cent.

Proceeds of this transaction will go toward the 1924 construction program, including completion of the initial installation in the High Bridge power station and a new turbine at Sioux Falls, improvements at the Riverside steam station, completion of the Aldrich substation in Minneapolis and other additions and improvements.

This is the second note issue Northern States Power has outstanding, there being \$10,000,000 con-

vertible 6½'s also due in 1923. Preceding them are \$14,500,000 first lien and general mortgage 6's; \$34,053,000 first and refunding 5's and 6's; \$7,100,000 Minneapolis General Electric first mortgage 5's, due 1934, which is a closed mortgage.

It is understood that the preliminary demand for these notes has been large and that indications last night were for a closing of subscription books on the issue early today.

ALLIS-CHALMERS OPTIMISTIC

Otto H. Falk, president of the Allis-Chalmers Manufacturing Company, says that the April booking involved approximately \$2,000,000 and that so far this month this volume has been maintained. "I look for a continuation of this improvement," he added, "For the next couple of months at least. Generally there is a more optimistic feeling prevailing and while our orders are still somewhat under the corresponding period in 1923, conditions are materially better than during the first quarter." The company has been awarded a contract involving about \$500,000 by the City of Tacoma for hydro-electric apparatus.

MARKET OPINION

Stein, Alstin & Co.—While we anticipate no immediate change in the character of the market, this is the time to buy stocks, not to sell them. Most of the bad news is out and we look for constructive development from now on.

Thompson & McKinnon—Conditions surrounding the oil business are such that further price cuts are to be anticipated, while developments at Washington fail to afford anything in the way of encouragement to the investor. The best that can be said of the market is that the situation is still too clouded to bring about more than temporary reversal of trend.

Harris, Winthrop & Co.—The failure of Congress to enact constructive legislation has been the chief cause of a slowing down in general business, as it has created a feeling of uncertainty and much disgust, all of which is being reflected in the stock market. This condition is likely to cause further irregularity, but we feel that much of an unfavorable nature has been discounted and that sound stocks are at levels which are attractive.

NEW ISSUES**Railway Signal Company Bonds**

Merrill, Lynch & Co. are heading a syndicate which will offer shortly at 98½ and interest to yield 6.65 per cent a new issue of \$2,000,000 General Railway Signal Company first mortgage 20-year 6½ per cent convertible bonds. The company is about to acquire the Federal Signal Company of Albany.

Associated with Lynch & Co. in the selling group are Schoellkopf, Hutton & Pomeroy, Inc., of Buffalo, Sage, Wolcott & Steele and Hibbard, Palmer & Kitchen of Rochester. The two companies are among the best known manufacturers of railway signal devices. They had been engaged for nearly a quarter of a century in the development and installation of block signals, automatic train stops, and automatic train control devices, and have made installations on many of the most important railroads in this country, as well as in Japan, New Zealand and Australia. The new issue will be secured by a first closed mortgage on the real estate, plant and equipment of the company.

Caddo Central

Holders of bonds in the Caddo Central Oil & Refining Corporation have elected a committee to work out a plan for a reorganization of the company. Bankers estimate that \$500,000 is needed for the installation of modern refining equipment and to provide ample working capital.

When a plan has been agreed upon it will be submitted to bondholders for approval. In the meantime, bondholders are requested to deposit their bonds on or before June 1, 1924.

There are outstanding \$4,336,600 of Caddo Central Oil & Refining Corporation first consolidated mortgage 6 per cent bonds, due in 1930, and \$1,496,500 of Caddo Oil & Refining Company of Louisiana first mortgage 6 per cent bonds due in 1927.

Illinois Grain Dealers Convention

A FRIENDLY atmosphere and considerable enthusiasm pervaded the Hotel Leland in Springfield, Ill., on May 9 and 10, when the Illinois Grain Dealers Association held its thirty-first annual convention. The invocation by Rev. John Thomas of Springfield, was to have been followed by an address of welcome by Governor Len Small, of Illinois. Owing to his absence from the state, B. M. Davison, Director of the Department of Agriculture, appeared instead and in a brief speech he welcomed the grain trade to the state capital.

Mr. Davison explained the desire of the state agricultural department to assist and assured the grain trade that he would welcome an opportunity to co-operate with them in any way.

ADDRESS OF PRESIDENT RAILSBACK

Lee W. Railsback, of Weldon, president of the Association, responded by thanking Mr. Davison, and then proceeded to give his annual address, which was as follows:

Never before in a decade of regulatory legislation more or less sporadically directed against it has the independent grain trade been called upon to combat

cised that power to shorten its hours of service and to increase its rate of compensation in accordance with the theory that work must be provided for all on a wage basis that will assure to the wage earner a comfortable standard of living, regardless of any consideration of equity to others. Under that system the growth of arrogance, inefficiency, and undiligent service has been staggering. To enable the railroads, whose economical operation is, perhaps, more vital to public interest than that of any other industry, to operate profitably under its almost impossible demands, recourse has again been had to legislation and the burden has been passed on to the general public in excessive rates.

The demands and the abuses of the system have extended to preferred classes throughout the industrial field, and are reflected in the excessive cost of commodities. Meanwhile the farmer is obliged to sell his products at a price level determined by the natural law of supply and demand, and to buy his necessities at a valuation maintained by the compulsory standard of labor. Under normal conditions it would be difficult to adjust two such antagonistic principles to a profitable ratio, and when, as now, the one is maintained at the level of war-time inflation and the other near the opposite extremity of value, the farmer's situation is intolerable.

The co-operative marketing movement received its impetus when the inability of political nostrums to relieve the farmer had become apparent, and politicians were eager to sanction any project that would distract public attention from their helplessness. The theory of co-operation lends itself with peculiar effectiveness to the purpose of the demagogue, who, aided by the extravagant and unmerited endorsement of political leaders, has succeeded in investing it in the popular mind with a virtue scarcely less than necromantic.

No one in this assemblage today, which includes men familiar with every phase of co-operation in its relation to the grain trade since the beginning, believes that co-operation has contributed to the industry one single distinctive feature of economic merit. Few of its impartial, though at one time ardent, advocates claim for it more than that it hastened the passing of so-called "line-house" abuses, which after all were largely the result of primitive conditions and were certain to disappear with the abolition of special privilege and the advent of modern methods and spirit of competition. The co-operative elevator system, after years of continuous operation, is subject to exactly the same limitations that govern its independent competitor, and barring the enormous advantage of a patronage predisposed as a result of invested interest, is successful in proportion as it brings to the conduct of its business the same qualities of intelligent and efficient management.

From time to time various restrictions have been devised by co-operative organizations to discourage defection of their members; but always heretofore the plan of co-operation has been voluntary, and under it the farmer has exercised the right of choice and appraisal, selling his product whenever, and, with occasional almost negligible restrictions, wherever he pleased. In the early phase of co-operative organization appeal to the farmer's prejudice was based on a plea for unrestricted competition, wherefore it is particularly significant that the latest plan of co-operation aims first of all at a complete elimination of competition, which may properly be called a policy of distinct reversal.

The plan is embodied in the celebrated McNary-Haugen bill, which is at once typical of its class and of the present day drift of government away from democratic principles. The measure is political rather than economical, and contemplates, by rendering co-operation compulsory, centralized control of farm marketing in a department of government, thereby annihilating the independent marketing system.

Indications are not wanting that we may soon expect to see the Director of Agriculture arrogate to himself the prerogatives of a Minister of Justice, before whom such of us as dare attempt to compete with the government monopoly may be haled for investigation and discipline.

If anything may be said in defense of honest advocacy of the measure as a relief for agriculture, a relief that is greatly to be desired, certainly there can be no defense for its justification on the grounds that it is no worse than similar legislative protection extended to other systems, in whose compulsory benefits agriculture would be expected to share. The plight of agriculture itself affords a glaring example of the fallacy of that principle, and no more convincing proof is needed that if one class is to be maintained by preferential legislation on a plane superior to its co-ordinate classes, it is merely a question of time until self-preservation will compel acquisition of the same privilege by all others, a manifest economic impossibility. Sooner or later economic chaos must

result, for the system demands some element as a prey to its discriminatory operation.

Paternalism, the logical sequence of a national apathy that would permit the assumption by government of a function rightfully belonging to the individual, substituting bureaucracy for individualism, in a democracy is symbolic of the break-down of national virility. If the tide of paternalism which is rising in our legislative halls reflects the dominant economic sense of the American people, we may well fear for the virile individualism which has been our vaunted heritage, and which has led us to economic heights scarcely paralleled among the nations of the world.

Our chief concern, and the urge of every citizen should be, not an extension of legislative favoritism to include our own personal interest, but a restoration of respect for those principles of freedom of individual opportunity and initiative which are the heritage of every American citizen under the Constitution, and which will assure to every individual and to every class the proper meed for whatever degree of service either may render.

When Mr. Railsback had concluded he introduced a speaker on behalf of the Near East Relief. As a result of this talk, later in the day a motion was introduced by E. M. Wayne, designating a committee of three to secure the equivalent of a carload or more of corn to be donated by the



PRESIDENT ELECT C. E. GRAVES

legislation so pernicious as that proposed in the last Congress. The record of the past year is one of desperate resistance to the machinations of political forces whose activities are fast changing a once beneficent machinery of government into a destructive agency against which private industry is finding itself increasingly powerless to contend.

Since the adoption of the Constitution the boast of American democracy has been the administration of equalitarian principles of government; yet as business and industry have expanded and assumed greater complexity of relationship, conflict of interest between classes has developed, to secure favorable adjudication of which minorities have had increasingly frequent recourse to legislation, regardless of consequent encroachment upon the rights of others. No one would deny to government, within properly prescribed limits, a right to regulate the units of industry in their relation to one another and to the common good; but it is a manifest absurdity to assume that the mere process of elevation to membership in a legislative body endows its collective membership with an economic acumen to justify interference with the orderly processes of commercial and industrial operation. Such an assumption, however, has come largely to govern the function of our legislatures, and as a result not only has business been burdened with unwise restrictions, but the ill-considered effect upon correlative factors has affected the balance of the entire industrial structure.

The dominant issue in economic legislation for many years has been the relation between labor and capital, in the progress of which labor, by virtue of efficient organization, has gradually acquired the power largely to dictate wages and terms of service. It has exer-



LEE W. RAILSBACK, RETIRING PRESIDENT

Illinois Grain Dealers Association to the Near East Relief. The motion as amended was unanimously passed, and provided for subscriptions to be taken among the members by the committee during the convention.

SECRETARY CULBERTSON'S REPORT

The secretary's annual report was then read by W. E. Culbertson, of Champaign:

In presenting my annual report I feel the necessity of asking your indulgence for what may seem my desire to advise how the country grain business should be conducted, but anything that I may say is prompted solely from my love of the country grain business, and my sincere friendship for those engaged in it. I would like to see the entire grain trade of this state and nation prosperous. That can only be when the country dealers are doing a profitable business, for after all the country dealer is the backbone of the grain trade.

Today, here in Illinois, I believe the country dealers are as prosperous as the dealers of other states, probably more so than in some, but there are too many dealers for the amount of grain to be handled. Few dealers handle enough to any more than pay their cost of operation, let alone interest on the investment, and depend upon buying margin as the profit in merchandising their grain. Almost all depend upon their speculation for their profits, and it is for this reason that the co-operatives are not meeting with the success promised and most likely never will. All the co-operatives have accomplished is to have put more elevators in an already overcrowded field. I very much doubt if the time ever comes when the number in the country grain trade will be much re-

duced, and I believe the solution lies in the country dealers adding other lines to their business. Many have already done this and are among the more prosperous. Care should be exercised in adding any sideline that it be an asset, not a liability. Coal, lumber, fencing, building materials, feeds and seeds have as a general rule been found profitable, while implements, automobiles and automobile supplies have not been, but have caused financial loss.

The fact the commodity the grain dealer might like to handle is already being handled at his station is no valid reason why he cannot handle it, but all the more reason he should. The grain dealer has a decided advantage over any other merchant of his city in that he has a collection agency all his own. He is always the preferred creditor and gets his money, if anyone other than the landlord does. As a result he can handle any commodity that the farmer uses on a smaller margin of profit than can any other merchant. Business is and always will be a survival of the fittest. I believe that the successful country grain dealer of the future will be the one who in addition to buying the farmer's grain sells him a goodly share of the merchandise he must buy. I trust that the Association's members will give this careful consideration and should any member at any time feel that I could be of service to him, that he will not hesitate to call upon me. Any member will find that I am not only willing to help him, but anxious to do so, if possible.

Since our last annual meeting in Chicago a year ago, I have endeavored to spend practically all my spare time in visiting with our members and in holding local meetings. During the year I have traveled over 12,000 miles by auto, and have held 15 local meetings.

Thirty-four new members have been added during the year, with the result that no loss has been sustained in membership. In fact, we would have shown a gain, but for the loss of members in various terminals. It seems that for every new member we have secured in the country, we have lost one in some terminal, which leads us to believe that while the country dealers have been hard hit, it has been worse in the terminals.

The Arbitration Committee has not been called upon during the year. All misunderstandings arising between members having been ironed out without resorting to the necessity of arbitration. The members of the Illinois Association can take great pride in the fact that there are fewer matters up for arbitration in their Association than in any other organization of like character.

The Claim Bureau has had a very light year having been made use of by only a small per cent of our members, but it is still functioning, and we should be glad to have any member make use of it whenever he may find it necessary.

Our Scale Department in charge of Messrs. J. B. & L. C. Sowa inspected slightly more than 1,000 scales during the year, making minor repairs to many and rebuilding over 50. It should be borne in mind that our inspectors are men competent to rebuild your scales and that they carry the necessary repair parts

that you do so in the future, as it may be of help to you in securing settlements of your loss and damage claims.

Besides attending to the correspondence and office routine our office compiled and distributed the 1924 Directory of the Grain Trade, getting this out as date of January 1.

Since publishing the directory our efforts have been directed toward keeping our members advised with reference to the legislative situation at Washington and doing all that we knew to secure the defeat of the McNary-Haugen bill.

I am pleased to report that the financial statement of the Association for the year reveals a surplus of \$1,875.44. This is practically the same as a year ago, so it will be seen that the finances are in good condition. In addition to this surplus there is due the Association from the Integrity Mutual Casualty Company, something like \$150 for commissions on workmen's compensation and public liability insurance that I have secured in my visits among the members. So you can see that if I advise your taking on a sideline, that I am only practicing what I preach in having added one to your organization.

In closing I wish to pay my tribute of respect to the officers of the Association for their efforts in your behalf and extend my thanks for their many acts of courtesy and kindness during the year.

The following in the statement of the receipts and expenditures for the year ending May 1, 1924:

Receipts.	
Balance on hand May 1, 1923.....	\$1,872.80
Membership Dues	\$5,232.00
Membership Fees	35.00
Directory Advertising	2,089.20
Claim Fees	64.50
Scales	377.60
Sale of Directories.....	57.00
Total	\$9,728.10

Disbursements.	
Office Supplies	\$ 118.78
Officers' Expense	14.00
Postage	355.71
Annual Convention	92.50
Rent	240.00
Telephone, Telegraph and Express..	117.98
Assistant Secretary's Salary.....	1,500.00
Printing	77.23
Secretary's Salary	3,500.00
Secretary's Expense	801.45
Directory	785.00
Dues to National Association.....	270.00
Balance on hand May 1, 1924.....	\$1,875.44

Due to the absence of M. J. Porterfield, treasurer, his report was read by the secretary, and was found to agree with the figures already submitted. The report was accordingly ordered placed on file, and the meeting proceeded to consider the report of the Finance Committee.

Chairman Harry Allen, of the Finance Committee, reported that the books had been duly examined and that the reports rendered had proved accurate and comprehensive. It was recommended that the secretary's financial report and that of

tion on this favorable condition, which, he said, should be taken as an indication of the high character of membership.

After the secretary had announced that the local committee would entertain the ladies in the afternoon in various motor tours, there ensued a brief discussion based on the comments about scale inspection in the secretary's report. Attention was called to the inspections which are made under the Association's direction, and Mr. Culbertson called particular attention to the basis of determining



W. E. CULBERTSON, SECRETARY

the nominal charge involved. He pointed out that the cost had been figured as economically as possible and that a definite figure precluded those located with great distance between stations from incurring large bills due to transportation in many cases.

There was some comment as to scales being thrown out of balance by the act of driving heavy trucks on small scales and stopping them suddenly, and the secretary responded to a request by explaining the circumstances in detail and relating a few experiences he had had while traveling through the state.

President Railsback then announced that he would defer appointing the convention committees until later in the day, and the meeting adjourned till two o'clock in the afternoon.

FRIDAY AFTERNOON SESSION

The first speaker of the afternoon session was Charles D. Morris, assistant chairman of the Western Railways Committee on Public Relations, Chicago, Ill. He was introduced by President Railsback, with the announcement that he would speak on "Railway Legislation."

Mr. Morris explained the significance of the Howell-Barkley Bill, which is now pending in Congress. He stated that the disadvantages were at once apparent in the proposal to abolish the existing labor board under the Transportation Act. The proposed substitute for the present board would comprise a series of government boards and many added employes, costing in the vicinity of a million dollars annually.

He admitted the desirability of rate reductions, but asserted that with increased taxation and the adverse legislation now confronting them, the railroads would not likely be in a position to give relief in rates for some time to come. He reviewed the legislation pending in a good deal of detail and made a strong appeal for rational methods in dealing with the railroads in legislation.

The next speaker was Charles Quinn, secretary of the Grain Dealers National Association, Toledo, Ohio. His subject was "National Legislation," and he started by stating that the number of bills pending in the present Congress ran to the figure of 1,200. He said that if all appropriations necessary for carrying out such bills were passed it would require a budget of \$3,600,000,000 to put the



A GROUP PICTURE OF SOME OF THE DIRECTORS AND OFFICERS
Top Row: Frank Warr, H. G. Meents, B. P. Hill, E. M. Wayne
Lower Row: E. E. Hamman, A. C. Koch, President Graves, Secretary Culbertson, L. W. Railsback

with them and that they aim to make a call upon every member at least once during the year, thus affording scale inspection service to all as frequently as the need occurs.

I want to bring to your attention that during the past year the freight claim agents of the various railroads have asked this office to furnish them with the inspection reports on the loading out scales of a number of the grain trade of this state, so I would suggest that if you have not been in the habit of having your automatic or hopper scales inspected at the time the inspector goes over your wagon scales

the treasurer be approved and recorded, and the meeting confirmed the act with a unanimous vote.

The presiding officer then called upon E. M. Wayne, of Delavan, chairman of the Executive Committee, and Mr. Wayne reported that there was little to be said, as the chief function of the Executive Committee was passing on appeals from the Arbitration Committee, and as no cases had arisen for arbitration in the last year, Mr. Wayne said he felt impelled to congratulate the organiza-

legislation in effect. He said it would take at least a 50 per cent increase in taxes to put such bills in operation.

Mr. Quinn then took up the details of the present standing of the McNary-Haugen Bill. He quoted several public statements to indicate that the bill does not enjoy the fullest farmer support, as is sometimes alleged. He also said that in their efforts to overcome this objectionable bill the Grain Dealers National Association has had an average of two to four men in Washington constantly for six weeks.

The attitude of Congress, he described, as being either indifferent or openly hostile in most instances. He described the way in which congressional committees now receive witnesses and others who come to hearings and pointed to the contrast between present treatment and that of some years ago. He said the obvious intent of the mem-

with the amount expended. In fact, in certain cases the concrete results seemed to be almost nothing.

The Resolution Committee included F. G. Horner, of Lawrenceville; John H. Wheeler, of Chicago; and B. P. Hill, of Freeport.

The Nominating Committee as then named included H. A. Hillmer, of Freeport; J. H. Lloyd, of Springfield; W. M. Hirshey, of Chicago; W. C. McGuire, of Maroa; and H. C. Goebel, Jacksonville.

BANQUET SESSION

The banquet was held Friday evening at the Hotel Leland, and showed a gratifying number of members and their families in attendance. The able toastmaster, Mr. Wayne, was very well supported and the entertainment proved novel and popular.

Probably the most highly appreciated part of the musical program was the vocal selections rendered by Miss Agnes Lloyd, who is the daughter of the well known Springfield member of the grain trade, J. H. Lloyd. She was accompanied by Miss Eloise Lloyd.

Other musical numbers were rendered by the Springfield quartette and Mrs. Garry Westenberg, vocal soloist. These, in addition to the community singing, which included some very well written special verse for old songs, made up a very satisfactory part of the entertainment.

The first speaker of the evening was Rev. E. B. Rogers, of Springfield, a member of the Illinois General Assembly. His address was entitled "Local Memories of Lincoln," and he related sketches and anecdotes from the life of the dead president, mostly based on his life while in Springfield.

The other address of the occasion was one on "American Citizenship," by Hon. Thomas F. Donovan, of Joliet, who is Democratic candidate for Attorney-General of Illinois. He expressed himself very forcibly on the necessity for holding tenaciously to the constitutional guarantees of the government, and spoke of the dangers of the pending legislation looking toward the ultimate stifling of constitutional control. His speech met with a very hearty applause, as he in some measure reflected the feeling of most of the membership as expressed in speeches earlier in the day on the Convention floor.

SATURDAY MORNING SESSION

The first subject of Saturday's session was announced immediately after the president called the meeting to order. The topic was "The Legislative Situation at Washington," and the speaker was S. P. Arnot, executive vice-president of the Chicago Board of Trade.

He started by referring briefly to what had occurred at the recent meeting of the National Chamber of Commerce, and said that the keynote struck by Secretary of Commerce Hoover on that occasion called for strong support—"less government in business and more business in government."

He said the number of laws being passed was appalling, and that according to Secretary of State Hughes there were 175,000 pages of court record compiled in the last 12 months and 13,000 pages of permanently recorded and printed decisions in the same period. He characterized this multiplicity of legislation and resulting cases of record as a menace to good government and one of the serious dangers of the present time.

He quoted at some length from a recent address by Senator Borah of Idaho, in which the senator talked about the wholesale program of investigations now under way at Washington, and complimented the accuracy of the senator's phraseology in referring to the situation as a "nauseating story of incompetency and lack of public service." Mr. Arnot said that the attitude of Senator Borah indicated that even some leaders of the so-called progressive movement are becoming alarmed at the results of the movement.

Mr. Arnot deplored the fact that the tendency of the Government is being swung gradually further in the direction of paternalism and that present legislation seems directed at suppressing initiative and independent thought and action both in business and out. He referred to the psychological

effect of the oft repeated "don't" and the policy of restraint in all things.

He said he feared not so much the over production of wheat as the over production of laws, and that the constant conflict between law making bodies and the natural economic law could not be productive of anything constructive.

In reference to the McNary-Haugen Bill, Mr. Arnot said he would be brief as he understood that other speakers the preceding day, including Mr. Quinn, had covered the subject. However, he said he regarded the farmer as not being the primary complainant in advocating such relief; but that it was his firm conviction that the real complainant would be found to be others who for selfish motives are using the farmer as a plea. He said that without the artificial stimulus added to the complaints rendered by such persons, there would be little support for such legislation from the farmer himself.

He further said that instead of causing any class of citizens to acquire the habit of going to the Federal government for assistance every time stress of circumstances made matters hard, the tendency should be away from such paternalism and all classes should endeavor to follow through their difficulties, working them to a logical conclusion in the usual course of events.

The next speaker was E. V. Butler, of the Grain Dealers Mutual Fire Insurance Company, Indianapolis, Ind. In his discourse he tried to foretell the general future and portray some necessary changes. His subject was "Looking Forward," and he covered it very thoroughly.

FROM THE DIARY OF A WEIGHMASTER

A very interesting addition to the list of speakers was J. A. Schmitz, weighmaster of the Chicago Board of Trade. Having been called upon by the president, he said that he would read some excerpts from his diary as a weighmaster:

I have found personal memoranda of matters and conversations pertaining to my work, and to the work of my department, gainful to all concerned. In consequence, I make a practice of jotting down, in a little diary I keep for the purpose, daily incidents of possible interest for future reference. While much of this matter is commonplace, yet there are periods,



THEY TRIED TO BE OPTIMISTIC
R. O. Augur, H. H. Corman, H. R. Sawyer

in the life of a weighmaster, more or less eventful and strenuous. And so, when your secretary asked me to address you, it occurred to me that excerpts from my diary might prove entertaining, and perhaps, even instructive. I was, therefore, prompted to use as a basis for my talk to you today the incidents recorded in my diary for a one week period as follows:

Monday,

Item 1.—I finally straightened out the mix-up of the two cars of oats at Elevator "O." Total weight of the two cars was 144,110 pounds, yet one shipper claimed 74,000 pounds, and the other shipper 78,000 pounds, or a total of 152,000 pounds, or about 8,000 pounds more than was unloaded from both cars. Settlement finally compromised. The shippers of both cars and the unloader participated in the settlement



E. M. WAYNE
Presided at the Banquet

bers serving on House and Senate committees was not to secure information and opinions in their meetings, but to discredit and browbeat the witnesses generally.

The speaker also described in a general way the bills now pending on behalf of the farmers' cooperative movement. He said that experience has proved that agrarian agitation almost always follows distress in the country, and that these bills could be considered in the light of that statement.

One important question which Mr. Quinn said was often asked him was whether President Coolidge would veto the McNary-Haugen Bill if it passed. He said that he thought there was every reason to believe that the administration felt convinced that the farmers' ills could not be benefited in this way, and since the President has asserted himself as unalterably opposed to price-fixing measures in peace time, he said he felt that there was a possibility that the veto might be exercised if necessary.

Mr. Quinn expressed himself as being optimistic regarding the bill. He said that two weeks ago it seemed the bill would pass, that three weeks ago it was even more certain, and that as time passes the prospects of its defeat look better. He ventured to say that Senator Norris himself, the chairman of the Senate Committee on Agriculture, did not favor the McNary-Haugen Bill, because it would help him to put across his Norris-Sinclair Bill if the McNary-Haugen Bill is defeated in Congress.

In answer to the question as to why the grain dealers do not, through their national association, institute an educational campaign, Mr. Quinn said that the amount of money necessary to undertake this would be practically prohibitive. He called attention to what had been done in this line by certain other industries, such as the packers, and stated that the results had not been commensurate

by dividing the 8,000 pounds difference. None of them were satisfied. Settlements based on compromise do not please anybody, not even the arbiter, but sometimes they are necessary.

Item 2.—Completed compiling figures of our semi-annual estimate of the quantities of grain stored in regular warehouses. These figures showed some shrinkages, due to natural causes, in some of the elevators, as was to be expected. I explained the need for "cancelling off" these amounts caused by unavoidable shrinkages, and this was done. In one case, however, a weigh-over verification was insisted upon before canceling. Shortages in weight on grain stored in elevators cause as much feeling as shortages in weights on grain transported in cars.

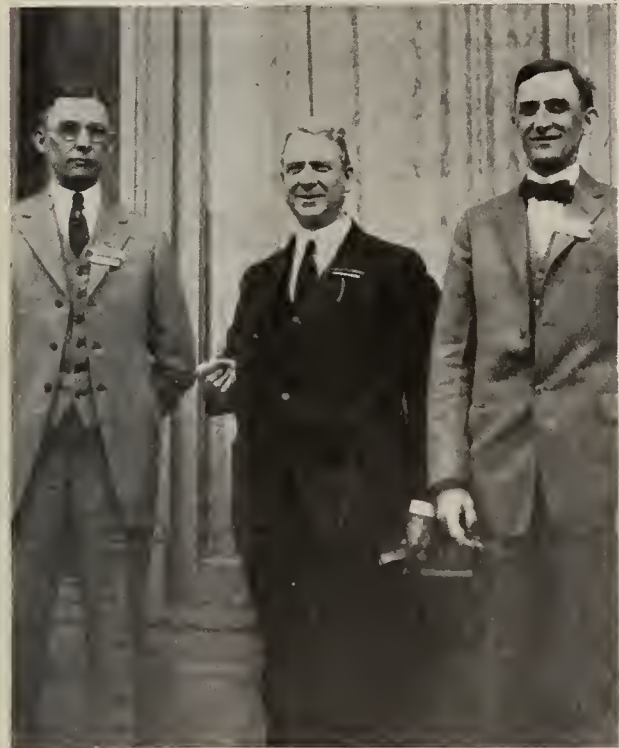
Item 3.—Regarding scathing letter from Mr. McBlank, who combed my hair about heavy shortages on two cars. I completed checking the weights of his cars today, and the average shortage on 129 of his shipments, continuous movement to Chicago, was only 19 pounds per car. The out-turn weights of these 129 cars, including these two cars, ranged from "even" to "4,000" pounds over, and from "even" to "9,000" pounds short, with a net average shortage of 19 pounds per car, and yet he combed my hair.

Item 4.—The Chicago Board of Trade Weighing Department has weighed hides, coffee, soy beans, oil, peanuts, and even human hair imported from China, and it has estimated tens of millions of bushels of grain, and has performed many other services, but today I was called upon to formulate a table for estimating the quantity of molasses contained in a cylindrical shaped tank (lying on its side), 7 feet 2 inches in diameter, and 28 feet long. And this rule had to enable the user to determine the quantity of molasses per inch in depth, with gallon equivalents for each inch. Not wanting to lose my reputation for versatility, I worked this out, but I had a hell of a time doing it.

Item 5.—It is 6:30 o'clock, and I promised my wife to be home early for supper as she wanted to see "The Birth of a Nation." Here is another shortage to account for. Sorry to disappoint that dear good woman, but that's what she gets for being the wife of a weighmaster.

Tuesday

Item 1.—Had conference with members of Dust Committee of the "Weighmasters' Scalesmen's Conference." I cannot agree with the theory of the



F. C. DEWEY, GORDON HANNAH AND H. M. DEWEY

Government engineer, in charge of grain dust explosion investigations, that "in-bound" grain should be blown and cleaned before weighing. While I realize the value of experimental laboratory tests, yet such tests are not always convincing. I am impressed with the theory that the remedy for dust explosions, in strictly grain handling elevators, lies in more and more ventilation. Anyway, I have noted that the old, wooden, "open style," elevators, where, in olden days, oil lanterns and open gas jets were often the rule, seldom blow up, although they do sometimes burn. I recall one old wooden elevator, that burned, where an explosion was the result of the fire finally reaching an inside confined dust room, killing several firemen. While the theory of ventilation may be wrong, yet the fairness of settlement weights must be considered in any solution of the problem. And, any plan that singles out only "in-bound" grain to be blown, before the grain is weighed, is unfair, and, I believe, will never be approved by the grain shipping public. The suggestion of the Government engineer, that a shrinkage, to cover loss from cleaning and blowing should be agreed upon, and averaged on the basis of so many pounds per car unloaded, is untenable. From a humanitarian standpoint, I must not block

reasonable remedies for safe-guarding lives that might otherwise be lost through dust explosions. On the other hand, as a weighmaster I must protect the weights. Perhaps "indirect" suction will meet the situation for grain that is being handled from car to scale.

Item 2.—We estimated today, by measurement, the quantity of grain contained in 10 cars with remarkably close results on the total 10 cars, yet a check of the individual cars showed wide variations, over and short, from the actual weights. This, again, emphasizes the fact that while large quantities of grain, in many bins or in many cars, can be estimated with remarkably close results, estimated weights on single cars are uncertain and unreliable. The law of "averages" is a wonderful thing.

Wednesday

Item 1.—My reputation for versatility got an awful slam today. I was asked to determine the quantity of grain (for claim settlement purposes) that leaked out of a car in transit, the shipper having failed to weigh the grain into the car. Of course, I had no way of estimating the amount of grain that was lost, and the parties concerned went away very much disappointed.

Item 2.—Found cause of Blank & Co.'s shortages at their mill in Indiana. It is a pleasure to investigate for members of the grain trade who complain in such courteous and considerate manner as did these millers. Their co-operation greatly aided me in locating their trouble at their plant. Everybody was well pleased. It certainly is a satisfaction to locate and to eliminate causes of weight differences where and when they exist.

Thursday

Item 1.—Again it is evident that even experienced men in the field are prone to disregard specifications prepared for their guidance. Today, Scale Inspector Stewart reported that the concrete work for the new scale at Blank & Co.'s country elevator will have to be torn out because of failure to follow the scale company's plans and specifications, as the scale parts will not fit the concrete pit and reinforced concrete frame as now built. I wish I was in position to cite this case to every prospective scale pit builder in the country. It would result in a lot of good.

Item 2.—Found Blank's shortage troubles today. They were due to his moving the compensating weight, on his automatic scale, in the wrong direction. He blamed the trouble on the scale itself whereas it was due to his lack of information as to how to adjust the compensating weight. It is just such lack of information and neglect, that help to place automatic scale weights in bad repute. If I were an automatic scale dealer I surely would emphasize, to every purchaser, that the degree of accuracy that may be obtained will depend upon the degree of intelligence and care used in the scale's operation. Selling an automatic scale without assuring proper operation thereof by adequate instruction tends to discredit all weights obtained over automatic scales.

Friday

Item 1.—Checked the report of the resweeping work of our resweepers. Our resweeping tests have proved highly beneficial. The tests, at all places, showed the amount of grain residue to range from "nothing" per car, to "10 pounds" per car, with an average of all cars—6½ pounds per car. I recall the time before this service was in effect, when the average was considerably greater.

Item 2.—While watching the unloading of cars at Elevator Blank today I noticed unusual trouble in releasing grain from two cars, which was due to the grain doors being fastened with spikes. If shippers could only see the bad results of spiking grain doors to door posts they would use only nails of reasonable size.

Item 3.—Reviewed today the grain leakage records for last month. The percentage of leaking cars is steadily decreasing. Greater efficiency is the sign of the times, with the result that there are better cars, and more careful inspection and coöpering of cars, and less grief. The improvement indicated by our leakage records is nearly 40 per cent. That is going some.

Saturday

Item 1.—The last lot of new test weights arrived today. We now have 125,000 pounds of United States Standard 50 pound test weights in service in the field, the largest equipment of the kind in the world. And we need every pound of them.

Item 2.—Have met and talked with practically all of our men in the field this week. I am well pleased with the personnel of the Weighing Department, and with the way the men are handling their duties. A weighmaster without a force of good dependable men would be up against it.

Item 3.—Completed my inspection of the new construction at Blank & Co.'s elevator. This plant and scale now meet every requirement of the Department. Hence, our service will be available there Monday morning.

Item 4.—This has been a busy week. Me for the ball game this afternoon. Gentlemen, I thank you.

A short talk was given by Albert C. Wilson, chief seed analyst, who talked on the Illinois Seed Law and assured the grain men that he was ready to afford any assistance possible in his department.

In response to the request for the report of the Resolutions Committee, Chairman Horner read the following resolutions, all of which were adopted:

RESOLUTIONS

McNary-Haugen Bill

Whereas, the McNary-Haugen bill pending in Congress would empower the government to buy and sell basic farm commodities and result in virtual fixation of prices and elimination of private enterprise, with increased cost of living, and

Whereas, an analysis of the bill has convinced leading economists that it would work tremendous economic disturbances at a critical period of uncertainty in the commercial, industrial and agricultural world, and

Whereas, it is deemed another futile attempt to artificially control the effect of the law of supply and demand and besides increasing the cost of living for every citizen, would completely fail to benefit



MEMBERS OF THE NOMINATING COMMITTEE

those on whose behalf it is urged, and

Whereas, the entrance of the government into the field of private enterprise would simply result in great waste of public funds, therefore be it

Resolved: That the Illinois Grain Dealers Association protest against enactment of this and other similar socialistic and paternalistic measures and that a copy of this resolution be sent to Illinois members of Congress and the President.

Daylight Savings and Grain Inspection

Whereas, on account of the observance of Daylight Savings on the various grain exchanges a large portion of the arrivals of grain in the East St. Louis market are not manifested in time to permit inspection for selling on the date of arrival; and,

Whereas, the Department of Trade and Commerce of the State of Illinois through their efficient Inspection Department are doing their utmost to cope with this situation but find it impossible to do so with the number of men now in their employ;

Resolved: That the Illinois Grain Dealers Association use their own efforts and influence and request the active assistance of the Illinois Department of Trade and Commerce to induce the railroads entering the East St. Louis market to properly post manifests of all grain arrivals at 7:00 a. m. on the date of arrival and thus expedite the inspection of such grain and permit the handling of the samples and the sale of the grain on the date of arrival and thereby also release the equipment to the railroads one day sooner than would otherwise be possible.

Railroad Legislation

Whereas, there is pending before the Interstate Commerce Commission an application by Western States for reductions in the railroad rates on grain and grain products, which reductions the farmers and grain dealers of the wheat and corn belt believe vital; and,

Whereas, the Illinois Grain Dealers Association realizes that if such rate reductions are to be granted without seriously impairing the quality of railroad service or the proper earning capacity as defined by the Transportation Act, a substantial reduction in operating costs, principally wage scales, may be necessary; and,

Whereas, any wage reductions in the future, regardless of economic conditions, may be impossible under the provisions of House Bill 7358 and Senate Bill 2646, known as the Howell-Barkley Bill, now before Congress, unless railroad employees affected by proposed reductions should agree to the arbitration of such charges; and,

Whereas, the said Howell-Barkley Bill, proposes to abolish the United States Labor Board under the Transportation Act and substitute therefore government boards and employees, costing approximately \$1,000,000 a year at a time when every patriotic effort possible is being exerted toward bringing about largely reduced costs of government; therefore be it,

Resolved: That the Illinois Grain Dealers Association

tion, in convention assembled, desires to be recorded in opposition to the said Howell-Barkley Bill; and be it further,

Resolved: That this Association is opposed to the repeal of the Transportation Act of 1920, and to any proposed important amendment to such Act for the present, or at least until said Transportation Act shall have been further tested in normal period. The operation of railroads under this Act in 1923, when the service supplied was far superior to that in any other period, despite the fact that the roads handled the heaviest traffic ever recorded, has convinced the members of this association that the repeal of the Act at this time would be unwise and disastrous.

Thanks and Appreciation

Whereas, it has been the pleasure and privilege of the Illinois Grain Dealers Association to be entertained and instructed by a most interesting program during our recent sessions,

Resolved: We desire to express our thanks and appreciation to each individual on our program for their able participation.

Whereas, the members of the Illinois Grain Dealers Association are today leaving Springfield with the most pleasant memories of their visit and of the hospitality which they have enjoyed,

Resolved: That we wish to express to the Grain Trade of the City of Springfield our appreciation for the entertainment which we have received and for the wholesome cordiality with which we have been surrounded.

NEW OFFICERS AND DIRECTORS

The president then called for the report of the Nominating Committee, and the following list of proposed officers for the new year was read: President, C. E. Graves, Weston; first vice-president, A. C. Koch, Breese; second vice-president, L. A. Tripp, Assumption; treasurer, M. J. Porterfield, Murdock. This list was unanimously elected.

The directors were also unanimously elected, so that the new board will consist of the following: (newly elected)—Lee W. Railsback, Weldon; F. G. Horner, Lawrenceville; Frank Ware, Butler; Harold G. Meents, Clifton; H. M. Dewey, Camp Grove; and (hold over) B. P. Hill, Freeport; E. E. Hamman, Gibson City; L. F. Sowers, Piper City; J. W. Prather, Williamsville; and E. M. Wayne, Delavan.

Mr. Graves, the newly elected president, then took the chair, and was received on the platform by Lee W. Railsback, who shook hands with him heartily and wished him well, as he left the chair. Mr. Graves spoke very briefly, and reviewed what had been done under some of his predecessors, and after a brief talk he sat down. There being no new business the meeting adjourned *sine die*.

CAPITAL POINTS

Elmer Hutchison, Arlington, Ind., president of the Indiana Grain Dealers Association, was the guest of President Railsback at the meeting.

Mrs. Lee G. Metcalf of Illiopolis was a visitor at the convention among her friends and those of the late lamented president of the organization than whom none has been more highly revered or esteemed.

Charles Quinn, secretary of the Grain Dealers National Association, brought an unusually interesting as well as valuable message to the Illinois dealers. He trusts to meet very many of them at the Cincinnati meeting in October.

"Bill" Hirshey of the popular grain firm of J. C. Shaffer & Co. of Chicago, was accompanied to Springfield by Mrs. Hirshey and Miss Phoebe F. Hirshey.

Edw. P. Lacey, manager of the Chicago office of The Bauer Bros. Company of Springfield, Ohio, attended the convention and explained the many desirable features of the new "Bauer" Attrition Mill which the Springfield firm lately placed on the market.

Prominent in the social activities and greeting his many friends at the meeting was E. D. Bargery of the Union Iron Works of Decatur, Ill.

The delegation from the St. Louis Merchants Exchange call this market the St. Louis gateway and to prove the assertion distributed a circular hanger on which was printed 27 lines of railroads including the Mississippi River.

Among the associate members and visitors seen about the Leland lobby were Jack De Courcy with Hush-a-Phone Corporation, of New York City; R. M. Maitland with Millers Mutual Fire Insurance

Association, Alton, Ill.; Daniel B. Drieske, representing Millers National Insurance Company, Chicago, Ill.; J. C. Suffern of Suffern Broom & Brush Company, Springfield, Ill.; C. E. Roop, representing the Stevens Engineering & Construction Company, St. Louis, Mo.

P. B. and C. C. Miles of Peoria, Ill., were represented at the meeting by P. B. Miles and Grant Miles. This firm will celebrate its fiftieth anniversary in 1925. Both P. B. and C. C. Miles, the founders of the business are active in its management and no grain firm in Illinois or in the U. S. A., as far as that goes, has had a more honored career.

Fred G. Horner of Lawrenceville, Ind., is just as much interested in the grain business as ever but has sold his plant at that place to W. C. McMichael and E. M. Kelly, former employees. The business will be operated under the firm name of Horner Elevator & Mill Company, Inc. Mr. Horner was elected a director of the Association at the meeting.

St. Louis terminal market friends of S. A. Whitehead of the Nanson Commission Company of St. Louis, who thought he might be lonesome at Springfield forwarded him his whittling block. It arrived by express and was presented by a committee from the St. Louis delegation. Mr. Whitehead is the founder of the Whittlers Club "on 'Change'" and is its honored president.

The Bert A. Boyd Grain Company special for the convention was the "Mystic Oracle." The Oracle answered right off the bat such questions as where should the radicals at Washington be buried and what was the best Indianapolis grain commission company to ship to. The grain trade will be glad to know the Oracle is now in the Indianapolis office of the grain company and will answer all questions by mail, free, gratis, for nothing.

Lew Hill of the Lew Hill Grain Company, Indianapolis, Ind., got to the convention intact and whole instead of in parts as he expected when his automobile turned turtle near Danville, Ill., enroute to Springfield. A damp pavement and too great haste to greet his Illinois friends was the cause of the accident.

ATTENDANCE

Those who registered and were present at the convention were as follows:

CHICAGO

Jack Brennan, John E. Brennan & Co.; John C. Coffman and A. R. Tunks, Bartlett Frazier Co.; C. H. Dodd, Jas. E. Bennett & Co.; F. J. Dolan, Lamson Bros. & Co.; C. D. Evans, Albert Dickinson Company; B. L. Figeley, J. J. Badenoch Company; J. N. Frankel, Rosenbaum Grain Corporation; F. E. Gulick, Hitch & Carder; Gordon Hannah, Pope & Eckhardt Company; W. M. Hirshey, J. C. Shaffer Grain Company; Edward Hymers, Jackson Bros. & Co.; P. E. Kries, J. C. Shaffer Grain Company; J. A. Low and A. E. Wood, E. W. Bailey & Co.; C. D. Morris, Chas. D. Olsen, Bartlett Frazier Co.; J. F. Plotnicky, John E. Brennan & Co.; H. R. Sawyer, J. H. Dole & Co.; Eugene Schifflin and R. T. O'Neill, Philip H. Schifflin & Co.; J. A. Schmitz, Chicago Board of Trade, Weighmaster; M. L. Vehon, M. L. Vehon & Co.; B. F. Traxler, E. D. Risser; Wm. Tucker, Lamson Bros. & Co.; R. G. Williams, Lamson Bros. & Co.; John H. Wheeler, Rumsey & Co.

INDIANAPOLIS

Bert A. Boyd, Bert A. Boyd Grain Company; Don T. Hart, Hart-Maibucher Company; Lew Hill, The Lew Hill Grain Company; Ed. K. Shepperd, Cleveland Grain & Milling Company; Will Wilson, Hayward-Rich Grain Company.

PEORIA

H. M. Barlow, Jas. E. Bennett & Co.; H. F. Cazey, W. W. Dewey & Sons; Geo. W. Cole, Geo. W. Cole Grain Company; G. C. McFadden, H. A. Miller, Tyng Grain Company; P. B. Miles and Grant Miles, P. B. & C. C. Miles; L. H. Murray, Warren Commission Company; L. C. Parkhurst, Harrison, Ward & Co.; F. B. Tompkins, Chief Grain Inspector, Peoria Board of Trade; B. E. Wrigley, S. C. Bartlett Company.

ST. LOUIS

F. H. Barkley, Stokes-Barkley Grain Company; A. H. Beardsley, Pickler & Beardsley Commission Company; H. L. Boudreau, Ballard-Messmore Grain Company; Frank Bubb, Martin & Knowlton Grain Company; J. M. Chilton, Hall-Baker Grain Company; Bert Collins, Jas. E. Bennett & Co.; E. F. Daly, J. H. Teasdale Company; R. R. DeArmond, Supervisor Weights and Samples, Merchants Exchange; W. E. Hotchkiss, Marshall-Hall Grain Company; Ed. H. Hunter, Hunter Grain Company; B. F. Jostes and Otto

Gates, Jostes-Lusk Grain Company; W. J. Klosterman, Klosterman-Patton Grain Company; P. C. Knowlton, Martin & Knowlton Grain Company; C. A. Morton, Morton & Co.; M. R. Parrott, Seele Bros. Grain Company; A. C. Robinson and Chester L. Weeks, Hunter-Robinson Milling & Grain Company; L. F. Schultz, Schultz & Niemeier Commission Co.; Edward C. Seele, Seele Bros. Grain Company; T. C. Taylor, Seele Bros. Grain Company; H. A. Von Rump, Von Rump Grain Company; S. A. Whitehead, Nanson Commission Company; C. H. Williamson, Overland Grain Company.

SPRINGFIELD

E. Brennan, Brewerton Coal Company; J. W. Bryan, Murphy-Grier Company; W. R. Campbell, John H. Lloyd & Co.; H. H. Corman, Elevator Milling Company; M. F. Murphy, John J. Goggin and Al Guest, Murphy-Grier Grain Company; John H. Lloyd and W. R. Campbell, John H. Lloyd & Co.; Sim Fernandes and N. A. Midden, Sim Fernandes Grain Company; Frank Wiedlochher, Wiedlochher & Son; Albert C. Wilson, Chief Seed Analyst, State of Illinois, Department of Agriculture.

MEMPHIS AND NASHVILLE

R. W. Hale, J. R. Hale & Sons, Nashville; E. N. Williams, Liberty Mills, Nashville; Lee G. Hill, E. E. Buxton, Memphis.

ILLINOIS

J. R. Adkins, Steward Grain & Lumber Company, Steward; R. O. Augur, A. E. Staley Manufacturing Company, Decatur; H. M. Battershell, V. C. Elmore, Hillview; William Beers, Ruggles & Rademacher, Centralia; R. S. Beatty, Auburn Roller Milling Company, Auburn; John Beggs, Ashland; A. Berman, Emden; E. W. Block, Block Elevator, Indianola; N. W. Boggs, Lovington Company, Lovington; Carl Bradley, Virden Grain Company, Virden; W. L. Breeding, F. J. Blackburn Company, Jacksonville; C. P. Briggs, Herman Farmers' Co-operative Company, Warrensburg; A. C. Brown, Carlville; H. N. Bycroft, Sr., Farmers Elevator Company, Gillespie; A. B. Chrisman, Merritt; W. M. Close, Mansfield-Ford Grain Company, Illiopolis; F. H. Clower, Mt. Auburn Grain Company, Mt. Auburn; Guy Cook, Cook Grain Company, Ivesdale; L. G. Cowl, B. & B. Farmers Co-operative Elevator, Boody; C. V. Coyne, Thomasville; James B. Craig, Jr., Craig Bros., Cadwell; E. L. Crane, J. E. McCann Grain Company, Buffalo; F. J. Craner, Elkhart; F. E. Davis, Mahomet Grain Company, Mahomet; Victor Dewein, Decatur; F. C. Dewey, J. C. Dewey & Co., Annawan; H. M. Dewey, H. M. Dewey & Co., Camp Grove; W. K. Dodge, Fidelity; W. J. Dodgson, Schultz, Baujan & Co., Winchester; C. H. Donnel, Westervelt; P. M. Faucett, I. H. French & Co., Champaign; W. L. Finson, Monticello; L. S. Fowler, Wood & Fowler, Champaign; C. E. Frederick, Bruce-Frederick Grain Company, Niantic; O. H. Fullenwider, Mechanicsburg; Irvin Funk, M. Funk & Son, Kernan; W. G. Gerbing, V. C. Elmore, Ashland; Henry Giblin, M. A. Kirk & Co., Bondville; H. C. Goebel, Jacksonville Grain & Commission Company, Jacksonville; C. E. Graves, C. E. Graves & Co.; Weston; E. E. Hamman, Gibson City; J. A. Havey, Elkhart; Geo. L. Hieronymus, Hieronymus Bros., Winchester; U. N. Hieronymus, Green Valley; A. L. Hight, Hight & Cline, Mt. Auburn; J. C. Hight, Hight & Cline, Decatur; John H. Hildebrands, Emden; B. P. Hill, The B. P. Hill Grain Co., Freeport; H. A. Hillmer, The H. A. Hillmer Company, Freeport; E. B. Holmes, Inland Grain Company, Galesburg; J. T. Holmes, Bader & Co., Lewistown; Frank J. Holub, Hammond Co-operative Grain Company, Hammond; L. C. Honefenger, Honefenger Grain Company, Owanecko; John S. Horms, Corn-O-Wheat Grain Company, Pleasant Plains; F. G. Horner, Lawrenceville; H. R. Hurley, Mahomet Grain Company, Mahomet; Claude H. Jernsbury, Chapin Farmers' Elevator Company, Chapin; L. T. Jones, L. T. Jones & Co., Taylorville; Roy H. Jones, Monticello Grain Company, Monticello; W. E. Jones, Willey Farmers' Grain Company, Taylorville; Fred. L. Jostes, B. & B. Farmers Co-operative Elevator Company, Boody; V. G. Keplinger, Turnbull Grain Company, Waverly; Ed. Kilpatrick, Harrison, Ward & Co., Decatur; A. C. Koch, Breese Grain Company, Breese; F. W. G. Kopplin, Atterberry; J. M. Koutz, Mt. Pulaski; Otto W. Krueger, Farmers' Co-operative Company, Farmingdale; Miles A. Leach, Cornland Grain Company, Cornland; Robt. W. Leitch, Pontiac; C. R. Lewis, Jacksonville; W. M. Leroy, Taber Lumber Company, Hamilton; Geo. L. Lindsay, Lovington Grain Company, Lovington; O. W. Livergood, Niantic Farmers Grain Company, Niantic; Isaac A. Loose, Mansfield-Ford Grain Company, Illiopolis; N. C. Luckenbill, Argenta Grain & Milling Company, Argenta; Homer C. Lyman, Beall Grain Company, Warrensburg; Samuel Mangas, Elkhart; J. E. McCann, J. E. McCann Grain Company, Buffalo; W. C. McGuire, Maroa; W. H. McKeown, Pike Mills, Griggsville; A. E. McKenzie, McKenzie Mill Co., Taylorville; Harold R. Meents, R. R. Meents & Sons, Clifton; H. W. Merrick, Dana Grain Company, Dana; Willard C. Meents, R. R. Meents & Sons, Clifton; L. L. Moore, Moore & Son, Tolono; N. J. Moore, Farmers Grain Co., Bluffs; O. P. Morgan, Cook Grain Company, Ivesdale; W. E. Munson, Farmers Grain Company, New Berlin; Samuel C. H. Nobbe, Henry J. Nobbe, Nokomis; Thomas Ogden, Ogden & Burt, Champaign; Eugene Orndorff, Delavan; C. W. Parry, C. W. Parry Grain

Company, Chenoa; D. A. Patton, Clarence; C. J. Porter, Porter Bros., DeLand; M. J. Porterfield, Murdock; John W. Prather, Prather & Hill, Williamsville; Earl Purvines, Ashland; L. W. Railsback, Railsback Bros., Weldon; B. F. Rayburn, Inland Grain Company, Mahomet; V. R. Riley, Jacksonville Grain Commission Company, Jacksonville; O. H. Rink, Rink & Scheib, Edinburg; R. S. Ritchey, Foosland & Dewey, Foosland; H. E. Roberts, Heman Farmers' Co-op. Company, Warrensburg; Frank M. Robertson, Cline & Robertson, Decatur; H. J. Ruckrigel, Ottawa; C. B. Sauer, Dana; E. E. Schultz, Beardstown; John Schultz, Beardstown; C. F. Scott, Lake Fork Farmers' Co-op. Elevator Co., Lake Fork; Paul B. Scott, Arnold Co-op. Grain Co., Arnold; A. H. Shelby, E. G. Coon Grain Co., Sidney; R. W. Shrader, Farmersville Co-op. Elevator Co., Farmersville; N. C. Shutt, Girard Elevator Company, Girard; J. P. Sledge, Champaign; W. J. Sinclair; Central Illinois Grain Co., Ashland; J. F. Sprague, Bement; C. B. Wesley, Staleys Grain Company, Champaign; Harry T. Strawn, Jacksonville; H. A. Stribling, Ashland; E. R. Talbott, Springfield; W. R. Turnbull, Waverly; Bruce Waller, Waller Grain Company, Maroa; Geo. H. Waller, Maroa; Frank Ware, Butler; E. M. Wayne, Delavan; John P. Wrenn, Washington; T. H. Wright, McGuire & Wright, Maroa; Lloyd W. Young, J. E. McCann Grain Co., Buffalo; Otto F. Young, Young Bros. Grain Company, Stonington; F. W. Zelle, Lake Fork; R. Hasenwinkle, Hasenwinkle-Scholer Company, Bloomington; H. G. Marshall, Cleveland Grain & Milling Co., Champaign; H. I. Baldwin, H. J. Kapp, H. I. Baldwin & Co., Decatur.

THE EXPORT TRADE IN GRAIN*

Positions in Which Supplies Are Purchased

The term "position," as used in the grain trade, includes the elements of time of shipment or delivery, and terms and places by payment. In view of the specifications of orders in hand, the outlook for future business, the state of the market, transportation conditions, and other pertinent considerations, a purchase in one position may prove much more advantageous than in another. The exporter's problem is to determine for each purchase the most strategic position and to make his contract accordingly. The problem of position affords opportunities for shrewd management, but it is by no means a simple one and mistakes are often made. It involves so many factors, and the ingenuity of the American grain trade has devised so many positions in which wheat may be purchased, that no exhaustive review of the subject can be attempted in this report, but the following outline may be of interest.

Atlantic seaboard exporters rarely buy for direct shipment from country stations. On the other hand, exporters and "fobbers" located at the Gulf or primary markets do so regularly. Seaboard exporters, however, often "originate" their supplies, or bring forward for their own account wheat purchased in store at primary markets or f. o. b. vessel at western lake ports. Chicago and Duluth are the principal markets at which supplies are purchased on these terms. Grain originating in territory tributary to Kansas City or St. Louis is sometimes purchased in store or for shipment from these points, but the bulk of the grain moving abroad from the Southwest is shipped direct to the Gulf. For shipment from the Gulf, seaboard houses buy altogether f. o. b. vessel, usually at Galveston or New Orleans.

A portion of the grain that moves by all-rail route to Atlantic ports is bought basis track seaboard, but the favorite positions for purchasing wheat for export from Atlantic ports are c. i. f. Buffalo, and f. o. b. vessel at a seaport. By far the largest part of the wheat that moves by water from Chicago and Duluth through Buffalo to New York, Philadelphia, or Baltimore is bought on these terms.

The significance of "position" to an exporter as expressed, for example, by the terms "in store at Duluth," "c. i. f. Buffalo," and "f. o. b. vessel, New York" is indicated by the following considerations. When buying in store at Duluth, the exporter must arrange for and finance the movement of the grain to seaboard. He must take into account fluctuations in lake rates and the likelihood of delay in transit at any point on the route. He will find it difficult to arrange close connections with ocean

tonnage and the seller, attaching warehouse receipts to his draft, will draw at sight at the time for delivery at point of shipment. By buying c. i. f. Buffalo, the exporter shifts to the seller the risks incurred in moving the grain down the lakes, but is subject to any loss that may be incurred through delay caused by congestion on eastern rails, and will be obliged to finance the shipment because the seller will draw against the lake bill of lading, which is obtained as soon as the boat is loaded at the western port. But by making his purchase f. o. b. vessel at New York, for delivery for loading within a specified period, the hazards of inland transportation are thrown upon the seller, who must also finance the movement because his draft must be accompanied by an ocean bill of lading or a mate's receipt, which he can not obtain until the grain has been placed on board the ocean steamer. The difference in the quotations for the three positions may or may not make up for the factors just enumerated.

Exporters have a wide range for selecting positions for making purchases, but to determine the most strategic position in respect to requirements is not an easy matter. In order to take advantage of offerings of distress tonnage at tidewater, it is usually necessary to buy grain on spot at the port of shipment; for orders for prompt shipment supplies must be secured in near-by positions; for later shipments, relatively far-away positions may be made use of. But even this phase of position is not as simple as it appears, for a "nearby" position today may become "far away" to-morrow, owing to a change in transportation conditions. When conditions are favorable wheat can be brought to New York from Buffalo in 2 to 4 days or from Duluth in from 8 to 10 days. At other times, 30 days or 60 days may be required. An embargo at Gulf port, congestion on eastern trunk lines, the failure of a vessel to arrive when expected, strikes, or any one of a score of unforeseen obstacles may arise to upset the most painstaking calculations.

Taking Deliveries on Futures

Exporters and "fobbers" at times obtain supplies by taking deliveries on futures in contract markets, but not often.

Futures are not a practicable source of supply for grain for export. There are several sound reasons for the small use made of them for this purpose. A fundamental objection to employing futures to obtain wheat to fill foreign orders, or any other orders for that matter, is the uncertainty as to the exact time at which the buyer who takes delivery will receive the grain, since the seller has the option of making delivery upon any day of the month named in the contract. If the buyer stands on his contract he is sure to get his grain, but when he will get it is another matter. This uncertainty makes any close calculations by the buyer on lake or ocean freights impossible. Another fundamental objection is the uncertainty in respect to the class or grade of wheat, or both, that will be tendered. At our principal contract market (Chicago), Dark Hard, Hard, and Yellow Hard Winter, Soft Winter, and Hard Spring wheat may be delivered at the contract price, while No. 1 and No. 2 are contract grades and No. 3 is deliverable at a discount. At Kansas City and St. Louis either Hard or Soft Winter may be tendered and the buyer can not determine in advance the exact grade that will be delivered. The quality of the wheat delivered on futures is not as unsuitable for the exporter as for the miller, but it is objectionable at least in the sense that it will stand no further mixing.

Other obstacles having to do with position or price are encountered in particular markets. Exporters can not expect to secure wheat by taking delivery at Minneapolis, for example, because Minneapolis futures do not get down to an export basis. Kansas City and St. Louis futures are usually above an export basis also. Wheat at any of these markets must compete with wheat in better position for export shipment, making deliveries objectionable from a transportation standpoint. Another objection from the same standpoint is that the wheat delivered may not carry

"live billing," that is, it may have been in store so long that the privilege of shipping out on a proportional rate has expired, making it necessary to move the grain at a higher local rate.

Nevertheless, it is said that deliveries are sometimes taken at Chicago, St. Louis, and Kansas City by exporters. For there are times when the price is right, or at least as good as the buyer can do elsewhere, and when the kind and grade that will be delivered can be forecast with fair accuracy from the character of the local stocks. Duluth futures in Durum offer less uncertainty than the futures contracts of any other market, and Duluth is a good shipping point. They are, therefore, used to a greater extent as a source of supplies. But even at that they are not widely used for this purpose. An exporter long on futures at any market is more likely to sell them out and buy cash wheat in some other position than to take delivery. If he takes delivery he must assume the task and the risk of moving the grain to seaboard, which is an additional objection to those already stated earlier in this article.

HINTS FOR THE ELEVATOR MAN

BY R. SCOTT HILL
COOPERING CARS

There is one branch of the elevator business, which, if attended to properly, will always bring good results, and at the same time it is one which is most frequently neglected or carelessly done. I refer to the coopering of cars before loading with grain.

Some elevator men are satisfied to merely nail in their grain-doors and cleat them, and then trust to luck and a railroad claim for the rest. This method falls very short of being sufficient. Door posts and grain-doors usually present very uneven surfaces, and will not always draw up tight enough against each other to prevent small leaks of grain. If the car is heavily loaded and the grain-doors bulge at the joinings, the grain will leak out there.

To guard against this, all that is necessary is to keep on hand a supply of building laths and burlap sacks. The former can be obtained at the nearest lumber yard, and a supply of the latter can easily be accumulated around any elevator. The best way is to take one big burlap sack and, as old sacks are discarded, stuff them into it. When you are ready to load, you will have the sacks in handy form to take into the car with you.

Don't merely stuff the sacks into the cracks, but tack wide strips of the burlap across the grain-door joinings and from the grain-door ends to the car wall. Also tack along the bottoms of the grain-doors, having the strips wide enough to spread over several inches of the car floor. Tack laths on top of the strips in the angle made by the grain-door and the car floor. Any leaks in the floor can quickly be covered and made leak-proof with a strip of burlap battened down with laths.

When a car is thus coopered, you can feel pretty sure that when it reaches the other end it will contain all the grain you put into it.

QUESTIONS AND ANSWERS

Manager—You are giving your farmers a bad habit when you try to do all their figuring for them. If two or more want the check divided, according to the share each has in the grain, it is all right to do that for them; but when they start to tell you that one furnished so much for seed, and the other fed so many bushels and also sold some to his neighbor, etc., you'll be wise if you tell them to take their checks and figure their differences out amongst themselves.

G. R. T.—There isn't any sure method of avoiding controversies through paying the wrong man for grain hauled to an elevator. The owner of the farm, the tenant, the hired man or a neighbor may haul the grain, and you must take their word as to the ownership. If the owner and the tenant are having trouble over money matters, either one may come in and ask to have the check made in his name, and later you will learn that he was not the owner of the grain, but was taking this method to settle a disputed account with the other.

*The results of a survey by the Department of Commerce on the methods and possibilities of shipping grain abroad. Continued from page 693, April AMERICAN GRAIN TRADE.

NEWS LETTERS

NEW YORK
C. K. TRAFTON - CORRESPONDENT

NEW flour firm has made its appearance in the local market under the title of French & Park with offices in the New York Produce Exchange. This firm was formed by J. Randolph French to succeed his former firm of French & Christian which was dissolved lately by the passing away of Mr. Christian. His partner in the new firm is S. J. Park, Jr., who was for eight years connected as a salesman with the Broenniman Corporation. In view of this long connection it was obvious that he has obtained experience and the ability to assist Mr. French in bringing success to the new firm. It was reported in the trade that the new concern will continue to represent the same western organization notably among them being the Christian Mills of Minneapolis and the Kansas Milling Company, of Wichita.

E. J. Lawler, formerly with Hansen Produce Company, Inc., and for over two years located in the Northwest buying grain for this concern, mostly rye, Durum and Manitoba wheat, recently severed this connection and entered the grain brokerage business for his own account.

T. C. Estee, a director of the Washburn-Crosby Company, and the genial and popular head of that big milling concern's New York branch was back on 'Change lately and received a hearty welcome from his many friends after a two months' absence on the Pacific Coast.

Wade & Gardner is the title of a new firm recently starting in business on the N. Y. Produce Exchange. In a sense the organization of this firm was not altogether a surprising one as it was in part the sequel of the radical change in the method of distributing flour in eastern territory by the Pillsbury Flour Mills Company, as noted in my last letter. Mr. Wade has been connected with the distribution of Pillsbury flour in this territory for over 30 years, having started as a boy in 1899 when he entered the office of George W. Smith & Co., at that time representing the Pillsbury Flour Mills. It was then that he formed his acquaintance with George A. Zabriski who in the 90's became N. Y. representative of the Pillsbury Mills and for the last 15 years he has been junior partner of Mr. Zabriski. Following the dissolution of this long and harmonious association Mr. Zabriski and his office associates gave a luncheon in honor of Mr. Wade at which Mr. Zabriski presented him with a watch suitably engraved. His new partner A. J. Gardner began in the trade first as a flour buyer for the Great Atlantic & Pacific Tea Company, but in 1912 became a salesman for the Kansas Flour Mills Company. The firm opened offices in the N. Y. Produce Exchange and in addition has opened an office in Chicago which will be mainly in charge of Mr. Gardner.

Members of the local grain trade and especially on the N. Y. Produce Exchange heard with much regret of the passing away of Charles E. Milmine, age 59. It was asserted that Mr. Milmine had succumbed to what was considered only a slight case of pneumonia but unfortunately he had not sufficient strength to combat it as he had been feeling somewhat run down for a year or more. He had become one of the senior members of the old grain commission house of Milmine, Bodman & Co., together with E. C. Bodman, following the death of his father, George Milmine. He took no active interest in business since 1915 when he retired from the firm. While Mr. Bodman was a man of retiring or diffident nature he nevertheless had many warm friends in the trade as he was admired because of his kindly disposition.

Philetus H. Holt, who was head of Holt & Co., which, until its recent absorption by the Raymond-Hadley Corporation, was said to be one of, if not the oldest flour receiving and shipping firms in the country, having been established more than a century ago, was welcomed back by his many friends in the local flour and grain trade from a three weeks' recreation trip to the Pacific Coast. Mr. Holt is now vice-

president of the N. Y. Produce Exchange but has declined a renomination for any office on the ground that he has retired from active business and expects to take life easy in his country home in New Jersey. Consequently he has no ambition to undertake important official work.

Karl Nischk was back on 'Change lately, having returned from a three months' visit to Europe. Formerly he was associated with Jules J. Picard grain exporter on the floor of the Exchange, but as Mr. Picard has returned to Switzerland, it was said, Mr. Nischk has gone into business on his own account as a broker in grain and flour.

Members of the seed and grain trade in the N. Y. market learned with keen regret of the passing away of Chas. Wimmer, aged 69. Mr. Wimmer has been a member of the Produce Exchange for many years, having started when a youth with the old house of Rice, Quinby & Co., grain, seed and flour merchants, and when this concern passed out, following the death of the senior partners, Mr. Wimmer became a broker on his own account. In recent years he was associated with the export house of Wm. Riemschneider & Co., exporters. For several years Mr. Wimmer served with much credit on the Seed Committee of the Produce Exchange as he was well informed and particularly so anent seeds used for manufacturing feeds.

The Nominating Committee of the N. Y. Produce Exchange made the following nominations for the regular ticket for officers and managers to be voted on at the annual election June 2: President, J. Barstow Smull; vice-president, B. H. Wunder; treasurer, Walter B. Pollock. For members of the Board of Managers to serve two years: Watson S. Moore (Grain), P. S. Arthur (Provisions), Richard L. Sweet (Flour), Herbert L. Bodman (Grain), Roger S. Black (Shipping), H. B. Worthen (Commission Merchant). For Trustee of Gratuity Fund to serve three years: Welding Ring.

Mr. Smull who is one of the most prominent members of the shipping trade was elected vice-president June 10, 1920, but could only serve about a year, having to resign July, 1921 on his appointment as a member of the U. S. Shipping Board. After serving in this official capacity for about two years he has returned to his post and hence been selected for the responsible office of president of the N. Y. Produce Exchange.

B. H. Wunder for vice-president is a flour receiver while Mr. Pollock is a former president of the Exchange and for over a quarter of a century has been a prominent official in the New York Central Railroad, being manager of the Marine Department, which has charge of all the export business of the line.

Franklin K. Chandler, export manager in the local market for the Armour Grain Company, is an applicant for membership in the N. Y. Produce Exchange.

Mack H. Foster of Foster & Co., grain and provisions, and Arthur H. Lamborn of Lamborn, Hutchings & Co., merchants and brokers on various exchanges, are applicants for membership in the Produce Exchange.

Carlos Falk, president of the North American Grain Corporation, was welcomed back on 'Change after a seven weeks' trip during which time he visited England, Belgium, France and Germany. In the latter country he found the laborer in a bad way as wages were exceedingly low—only equal to about 75 cents per day while everything he required was high excepting rents which were officially controlled.

R. J. Kaiser who was a representative of the Armour Grain Company on the Produce Exchange has severed that connection and gone with the large export house of L. Dryfus & Co. of Paris and New York.

Don F. McCord, brother of Henry D. McCord, of Henry D. McCord & Son, Inc., grain merchants, has been elected a member of the Produce Exchange.

Franklin L. Lewi, that energetic and untiring president of the Buckwheat, Flour & Grain Corporation, told recently of a decidedly interesting transaction that would be difficult to match. It seems that one day he secured a few cars of buckwheat in Toronto

as it was cheaper there than in this country; almost instantly he sold the grain for prompt shipment to St. Louis and almost as rapidly the buyer there sold the very same lot for shipment to Chicago. Not only was this a singular deal but it should be kept in mind that this triangular transaction was completed all in a few hours.

Jas. W. Bingham, who for years was a member of the local grain trade, and recently became representative here of the Uhlman Grain Company of Chicago, was re-elected a member of the N. Y. Produce Exchange.

L. Stern, who, with F. Leval, is manager of the big U. S. branch—with offices in the Produce Exchange—of the large French grain importers, L. Dryfus & Co., of Paris, was welcomed back on 'Change after a five weeks' trip to Europe.

Members of the N. Y. seed trade were manifesting unusually keen interest over the arrival of several important visitors who represent leading houses in western trade, notable among them was A. E. Reynolds of Crabbs, Reynolds, Taylor Company, Crawfordsville, Ind., Fred Kellogg of the Kellogg Seed Company, Milwaukee, George Green of D. I. Bushnell & Co., St. Louis and S. T. Courteen of the Courteen Seed Company, Milwaukee. In the opinion of keen observers in the trade the presence of these important visitors was considered unusually significant, but just why a feeling of "mystery" prevailed was difficult to discover. Still some sagacious dealers inclined to the opinion that they were here on behalf of the International Arbitration on Imports.

CINCINNATI
HARRY A. KENNY - CORRESPONDENT

RULES and regulations relating to interest charges on money advanced to shippers of grain and hay who consign to commission merchants, have been repealed by directors of the Cincinnati Grain and Hay Exchange. The rules which were in effect for several years, required all commission merchants or firms receiving grain and hay on consignment to charge to the weight certificate not less than 6 per cent of any sum advanced on consignments. J. A. Hallam, chief of the weighing and inspection department on the exchange, has succeeded D. J. Schuh as weighmaster. When the inspection department was re-organized more than a year ago, Mr. Hallam was appointed chief and since that time he has been giving careful study to the operation of the weighing department and upon recommendation of Mr. Schuh, executive secretary, the directors relieved Mr. Schuh of the duties and appointed Mr. Hallam. The directors also have instructed L. W. Perkins, traffic manager, to co-operate with the traffic department of the Chamber of Commerce in making an investigation of the freight rate structure covering all commodities received and shipped from this city.

Stocks of grain in first hands at Cincinnati May 10 were as follows: Wheat, 180,412 bushels; corn, 152,359; oats, 68,498 and rye, 4,100.

The Early & Daniel Company is offering for sale absolutely new machinery which the company installed in its Louisville, Ky., feed mill shortly before the destruction of the building by fire.

Among the visitors on the floor of the Cincinnati Grain and Hay Exchange during the past month were: J. C. Hungerford of the Logan & Bryan Company, Chicago, and C. W. Andrews, grain and hay shipper at Maplewood, Ohio.

The Fitzgerald Bros. Company have moved their offices from the Carew Building to 1100 Hopkins Street. The firm is doing an extensive business in animal feeds in addition to their grain and hay trade and the change in location was made with a view of handling larger supplies and the extension of this business.

The Currus Grain Company, consisting of Frank Currus and Charles Custer have outgrown their present quarters in the Lyric Building and have leased for a period of years a suite of rooms more suitable for

their requirements on the fifth floor of the same building. The firm, which began grain operations several years ago, now occupies one of the most prominent positions in the local trade.

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A number of Cincinnati financiers, bakers and grocers are interested in the new United Mills Corporation, which recently purchased large flour and feed mills at Grafton, Ohio, and Shelby, Ohio.

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William McQuillan of the McQuillan Company, has been appointed chairman of the Publicity Committee of the Cincinnati Grain and Hay Exchange, which is arranging for the annual convention of the Grain Dealers National Association which is to be held in this city next fall.

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"Jack" Dorsel of the Dorsel Grain Company, who has suffered throat trouble for some time, had his tonsils removed last month and was confined to his home for several weeks.

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Edward B. Terrill, manager of the Early & Daniel Company, represented the local grain trade on the "Good Will" trade cruise of the Chamber of Commerce up the Ohio River last month. Nineteen cities were visited on the six day trip.

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The Cincinnati Grain and Hay Exchange is organizing a baseball team under the leadership of William A. Hopkins. Last season the exchange had in the field a first class nine which concluded the season with 10 wins and three defeats.

PHILADELPHIA

WM. A. LOCKYER - CORRESPONDENT

AS THE result of a recent conference between officials of the local railroads and Hubert J. Horan, president, the directors and members of the Grain and Transportation Committees of the Commercial Exchange, the Port of Philadelphia is likely to be placed on a more competitive basis with Montreal in the matter of grain exports before the next crop movement begins.

The meeting was called at the instance of Mr. Horan to bring to the attention of the railroads entering Philadelphia the fact that the port has lost much of its grain traffic because of preferential rates and conditions given by the Canadian railroads to Montreal. Local grain dealers told Archibald Fries, vice-president of the Baltimore & Ohio; E. D. Hilleary, vice-president of the Philadelphia & Reading; R. C. Wright, traffic manager of the Pennsylvania and G. D. Ogden, freight traffic manager of the latter system, that the Canadian railroads extend a lower rate to Montreal on grain than American railroads do to the port of Philadelphia, and consequently much of the grain that normally would move through this port is now being shipped through Montreal. In addition, Montreal also extends free terminal services.

In order that the Port of Philadelphia might share in the movement of export grain while the crop movement is on, President Horan suggested that the carriers should put into effect at and east of Buffalo, a rate of 5 cents a bushel, pointing out that this rate, when all of the free services are considered, would more fairly give Philadelphia exporters an opportunity to compete for trade. He stated that this rate was asked only during the months lake navigation was open, and that the carriers at the close of the lake ports could revert back to the rate of 8 8/10 cents per bushel now prevailing.

In answer to this suggestion Mr. Wright, on behalf of the carriers, stated that this could not be done without affecting the whole rate structure on grain products which would, he said, prove very disturbing. Mr. Hilleary declared that the carriers desired to do everything they possibly could consistent with rates and practices to solve the Philadelphia situation and requested that the grain exporters offer a suggestion as to how this could be brought about. George M. Omerly, a leading exporter, thereupon suggested that Philadelphia could be placed on a more equal basis and the situation in the local export trade greatly strengthened if the rail lines and the ocean lines would agree to absorb elevation and terminal charges amounting to one cent a bushel at Philadelphia and for which no charge is made at Montreal.

Adjournment followed with the understanding that the railroad officials would confer with the steamship lines with a view to having them agree to share a portion of this one cent absorption. During the discussion it developed that the practices of steamship lines operating out of New York, in establishing ocean rates lower than those via Philadelphia to the same ports of Europe, was also a disturbing factor. H. D. Irwin, prominent Philadelphia grain exporter, declared that this was a very common occurrence and was proving so injurious to ocean traffic via Philadelphia that steps have been taken by the Port of Philadelphia Ocean Traffic Bureau to have a committee confer with the steamship lines in an effort to

have ocean rates on grain and other commodities stabilized at various Atlantic ports. In this matter, Mr. Fries, of the Baltimore & Ohio System, declared that Philadelphia would have the support of both Baltimore and Norfolk, whose interests in this respect, were in common.

* * *

Through its executive officers, the Commercial Exchange, has filed a vigorous protest with members of the Senate Committee on Interstate Commerce against proposals for the repeal of Section 15a of the Transportation Act of 1920. It was argued that this law should be given further trial and therefore should not be amended or changed at this time.

* * *

The Exchange has sent a letter to President Coolidge commending him for his recent stand in "calling a halt on lawless inquiries." The letter was as follows:

Your message calling for a halt on lawless inquiries appeals to the thinking people of the United States. The attempt for political purposes to destroy the character of officials is detrimental to the best interest of the people as it will drive out of office men who have regard for their good name. We desire to congratulate you and assure you of our hearty support in this as well as other matters you have taken up.

* * *

At the annual meeting of the Belt Line Railroad of Philadelphia on May 5, Dewitt Irwin, of the firm of Barnes, Irwin & Co., was elected a trustee to represent the Commercial Exchange. He succeeds L. G. Graff, former president of the Commercial Exchange, who has retired from active business. C. Herbert Bell, of Samuel Bell & Sons, flour dealers, also a former president and now a director of the Exchange, and Emil P. Albrecht, president of the Bourse, were the other trustees elected.

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The opening and closing hours of the Exchange are now based on daylight saving time and will continue through the summer.

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During the month of April, the Girard Point Elevator of the Pennsylvania Railroad unloaded a total of 1,113 cars of grain as follows: Wheat, 969 cars; corn, 36 cars, and rye, 108 cars. In the same period the Philadelphia Grain Elevator Company handled 1,170 cars at Port Richmond, of which 872 cars were wheat; 295 cars rye, and 3 cars corn. At the Twenty-ninth Street Elevator, there was a total of 23 cars unloaded, 16 of which were oats.

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Some of the larger exports for the month included the following: Steamship *Vulcano*, for Gibraltar to await orders, with a cargo of 249,360 bushels of wheat and 8,571 bushels of rye; the *Darian*, for Liverpool and Manchester, with 151,841 bushels of wheat; the *Hatteras*, for Glasgow, with 141,000 pounds of flour in sacks, the *Zarembo*, for Bordeaux, with 48,695 bushels of wheat, and for St. Nazaire, with 8,962 bushels of wheat; the *Hofuku Maru*, for Gihaltar, with 295,000 bushels of wheat; the *Dorte Jensen*, for Helsingfors, with 32,000 bushels of Canadian wheat, 17,163 bushels of rye, and 17,122 bushels of Canadian rye.

* * *

William O. Hempstead, head of the firm of O. G. Hempstead & Son, one of the oldest shipping houses in Philadelphia, died recently at his home in Lansdowne, Pa., after a long illness. He was a member of the Commercial Exchange as well as a director of the Bourse and the Philadelphia Maritime Exchange and led the fight at Washington several years ago to have a free port or foreign trade zone established at Philadelphia.

* * *

The Philadelphia Board of Trade, which includes in its membership many of the members of the Commercial Exchange, has taken strong action on the McNary-Haugen Bill and has forwarded a protest against its enactment to every member of the House and Senate at Washington. The Commercial Exchange, as well as other local bodies, have likewise protested against the passage of this legislation, and as a result of a series of conferences it is probable that the municipality itself will also oppose this measure.

* * *

Daniel J. Murphy, head of the stevedoring firm of Murphy, Cook & Co., and a director of the Exchange, sailed recently from New York for Southampton on a combined business and pleasure trip abroad. He was accompanied by his wife and will be gone from the city for several weeks.

* * *

Walter T. Roach, chairman of the Philadelphia Committee on Uniform Grain Engagement Notes, has advised the Exchange that the Committee has again found it necessary to postpone the date of effectiveness of the Grain Engagement Notes until on and after July 1. There have been several postponements of the effectiveness of these Notes up to this time due to differences which have arisen.

* * *

A. H. Keene, of Boston, paid his annual visit to the Commercial Exchange in the Bourse recently. He was a former flour broker in this city and for many years was a member of the Commercial Exchange. He then transferred his business activities to Boston and since has visited the Exchange regularly every

year to renew old acquaintances. Another former Philadelphian to visit the trade here was George S. Jackson of Baltimore. He is now head of the firm of Barnes, Jackson & Co. He was a member and director of the Commercial Exchange while the Philadelphia representative of the old brokerage firm of Gill & Fisher.

KANSAS CITY

B. S. BROWN - CORRESPONDENT

THE Kansas City Board of Trade and the Burlington are expected to lock horns May 15 when the southeastern grain rate case hearing opens before an Interstate Commerce Commission representative. Officials of the road were in Kansas City recently and intimated that if the Board pursued the case and obtained a verdict, the road would retaliate by canceling the valuable transit privileges on western grain held by the local grain interests.

The case is the outgrowth of a plea by the Kansas City Board of Trade before the Interstate Commerce Commission asking for readjustment of freight charges on grain and grain products from Kansas City to the states of Arkansas, Tennessee, Louisiana, Mississippi, Alabama, Georgia, Florida, North Carolina and South Carolina. Grain men here contend that rates from here are out of proportion to the same rates from Omaha and other competitive points.

* * *

Between 18,000 and 20,000 cars already have been stored in the wheat belt preparatory to the beginning of harvest about July 1, according to Walter Harvey, assistant secretary of the Trans-Missouri-Kansas Regional Advisory Board. The cars have been distributed throughout Missouri, Kansas, Southern Nebraska and the northern parts of Oklahoma and Arkansas. By the time harvest starts about 35,000 cars are expected to be on hand.

* * *

Office space in the new Board of Trade Building, which will be completed about the last of the year, has been secured by the Frisco Railroad. Several roads have signified their intention of moving into the new quarters also. It is understood that the Kansas, Missouri, and Federal grain inspection offices are negotiating for leases.

* * *

The Kansas City plant of the Corn Products Refining Company closed down for the season on April 23. No corn is being carried over. Officials of the company, it was said, have contemplated adding a starch plant here, which would make operations continuous the year round, but nothing definite has been done.

* * *

The Board of Trade held its customary handicap golf tournament on Good Friday.

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On April 28 the Kansas City Board of Trade changed its schedule to conform with the daylight saving hours of the Chicago exchange. For the summer the Board will open at 8:30 and close at 12:15, except on Saturday when the close will be at 11:00. This has been the plan followed for several years and while it is considered inconvenient in some respects, a majority of the grain men have come to like the earlier session.

* * *

A Kansas City exporter, commenting on the losses on grain already sold and yet to be disposed of from Galveston, said: Since last November stocks at that port have been as high as 1,000,000 bushels on which has occurred a loss of from 7 to 8 cents a bushel in premiums. Italy, Mexico and Latin American countries took a small part of the wheat and a fair amount has been worked back to Texas interior mills with favorable billing.

* * *

Preparations are now being made for the annual meeting of the Kansas Grain Dealers Association to be held at the Coates House on May 14, 15 and 16. William Murphy, W. C. Goffe and L. A. Fuller have been appointed on the Entertainment Committee. Following the Kansas convention the Oklahoma Grain Dealers Association will meet in Oklahoma City on May 20 and 21. The Texas convention will be in New Braunfels on May 23 and 24.

* * *

A comprehensive report on the practicability of ventilating farm grain bins to reduce damage to wheat has been made by B. E. Rothgeb and D. A. Coleman of the Grain Standardization Division of the Department of Agriculture. The findings are the results of tests conducted on Kansas farms last year and show how wheat with moisture content as high as 16 per cent can be kept in good condition with ventilated grain bins. "During a six-month period 4½ per cent of the receipts of wheat on the Kansas City market graded one or more grades lower on account of heat damage than it otherwise would," says the report. "Investigation shows that much of the damage to wheat could be avoided by better systems of farm storage. They also show that a safe and practical system of farm storage is essential to the success of the methods of

harvesting and handling the crop as now practiced by the farmers of the Southwest." The report is illustrated, showing the construction of ventilators, which, it is estimated, may be installed at a cost of one cent a bushel.

* * *

About 25 members of the Kansas City Board of Trade recently went on a three-day fishing trip near Ft. Scott, Kan., the guests of Paul Brooks, feed and corn manufacturer of that city.

* * *

Wheat receipts at Kansas City in April were 1,001 cars, about half as much as in March, a third as much as a year ago and a little less than half as much as the 10-year April average. Corn arrivals, 1,532 cars, showed a moderate increase over a year ago and the 10-year average. Oats receipts, 337 cars, were 21 per cent under the average.

* * *

Initial deliveries on May contracts at Kansas City amounted to about 2,000,000 bushels, which was some what larger than expected in view of the extensive switching of accounts into the July option the latter part of April. The new crop month was at a premium of more than two cents over May, said to be largest difference ever noted at this market. Most of the wheat put out here went into the hands of Minneapolis mills. Some went to local mills, some to nearby mills, including a few in Nebraska, and a little was taken by speculators who see more possibilities in the cash article than in futures. As was the case at Chicago, the liberal tenders were followed by a show of firmness in the future market.

The question of protein tests has been in the foreground at Kansas City recently, with elevator operators, mill buyers and the trade in general showing decided interest. Some dissatisfaction is expressed by mills and grain men over the variance in tests. Official laboratories for this market are the Kansas state inspection department and the Southwestern laboratories, the latter a private company. Mills claim that protein content of the wheat they are purchasing is not standing up to the local tests.

In one case a test sample of 12 per cent protein was sent to two different laboratories and the two tests were .20 over and .20 under, respectively. In another example as extreme difference of .45 was shown, which amounted to a difference of five cents a bushel in the value of the wheat.

A Minneapolis mill buyer bought a car of wheat recently which showed a protein test of 12.45. A re-check was requested and the protein content was then given as 12.33. A mill test was then taken which showed 11.80. The two local laboratories were then given samples and the results were 12.07 and 11.90.

A local mill buyer said: "Protein is an established factor and mills have systematized their work so that they buy on this basis and therefore it is very important that the tests be accurate."

An important example was shown several weeks ago when a mill ordered out some wheat that was purchased several months ago. After a re-check was made of the protein test given at the time of the sale, the difference in tests between a local chemist and the mill amounted to about \$8,000 in the value of the wheat.

BUFFALO

ELMER M. HILL CORRESPONDENT

EDWIN M. HUSTED, president of the Superior Elevator Company, was re-elected president of the Buffalo Corn Exchange for 1924-5 at the annual meeting of the new Board of Directors held early this month. Mr. Husted has been a prominent figure in the grain and elevator trade in the Buffalo market for many years. Other officers chosen were William J. Heinold of J. J. Heinold, Inc., vice-president; Fred E. Pond, secretary and W. E. Townsend of Townsend & Ward Company, treasurer. The directors elected at the annual meeting of the Buffalo Corn Exchange are W. J. Heinold, Edwin M. Husted and George P. Urban. They will hold office for three years. The other directors who hold over are, F. H. Henry, H. T. Burns, F. A. McLellan, J. G. McKillen, W. E. Townsend and H. W. Hudson.

* * *

An additional steel marine tower and gallery is under construction at the grain elevator of the Washburn-Crosby Milling Company, Inc., in South Michigan Avenue. W. D. Sanderson, assistant manager of the company, said the improvements will cost approximately \$55,000 and will take about a month to complete. The new marine tower will materially speed up the unloading of grain from lake steamships at the Washburn-Crosby mill and elevator.

* * *

To a certain extent New York state farmers have only themselves to blame for the ease with which imported Clover seed sells this spring and for the flood of this undesirable seed which has swept over the state, says the seed analyst at the State College of Agriculture at Geneva. It was stated no farmer can afford to buy

Clover seed on its looks for it was stated that even the poor in color American seed is far superior to that being imported and sold broadcast in the state. Farmers are warned to have all seeds thoroughly tested by the state before planting.

* * *

Reuben Clarke, one of the pioneer elevator men in Buffalo, died last month at the age of 73 years. Mr. Clark retired from active business three years ago. At that time he was superintendent of the Frontier Elevator which he helped to build on the waterfront about a half a century ago. He was born in Newfane, N. Y., March 27, 1851. He is survived by three sons, Charles, Howard and Reuben Wilson Clark.

* * *

The new 1,000,000-bushel grain elevator under construction by E. G. McCape Company, of Montreal for the Canadian Government at Port Colborne, Ont., is expected to be completed by July 31 in time for the fall rush of Canadian grain down the lakes. About two-thirds of the 100 hoppers already have been completed. The new structure will cost approximately \$425,000.

* * *

The New York State Barge Canal between Buffalo and Albany was opened for navigation this season early in May. About 500,000 tons of freight were at the canal terminals waiting for the opening. It was expected there will be a very heavy movement of grain from Buffalo elevators via the canal to tidewater at New York this season. Many new canal grain carriers will be placed in operation and rates are very attractive at the opening.

* * *

John Boland, treasurer of the H. O. Cereal company, Inc., of Buffalo died last month. He had been associated with the company for more than 25 years and was well known in the grain, elevator and milling industry in Buffalo and at other ports along the Great Lakes. He was born in Buffalo and was a graduate of St. Joseph's College. Besides his widow he is survived by four daughters and three sons.

* * *

Complaints that Canadian grain routed to London and Liverpool through United States ports has been adulterated were brought to the attention of the Dominion Government at Ottawa last month in a report of Leslie Boyd, chief grain commissioner, and George Seris, chief grain inspector. A Royal commission to investigate charges originally made by grain shippers in the Canadian Northwest that high grade Hard Canadian wheat was mixed with inferior grade of domestic wheat at some point enroute between Fort William, Port Arthur and Liverpool via Buffalo and New York, recently visited Buffalo and New York. The commission now recommends to the Canadian government that it negotiate with the United States to obtain any changes that may be considered necessary in the customs and bonding regulations. The report was tabled in the house. British grain dealers, it was stated in the report, charge Canadian wheat handled through Buffalo elevators, had been adulterated.

* * *

Commenting editorially upon charges that Canadian wheat routed through Buffalo had been adulterated, The Buffalo Express said no time should be lost by the grain and elevator interests of the city in proving and publishing the fact that there is no foundation for such serious charges.

* * *

Grain dealers in the Buffalo market whose business is materially affected by the movement of wheat and flour overseas, are paying increased attention to the reports of conditions in Europe and there was a decided feeling of satisfaction observed around the trading floor of the Corn Exchange as the news of the German elections came in with the assurance of a majority for the approval of the Daves plan in the German chamber. It was stated that wheat exports are needed to move the grain through the elevators at Buffalo and flour exports mean an outlet for Buffalo flour millers' surplus as well as more business for them.

* * *

The season which is just getting under way promises to be the busiest in the history of the Great Lakes, especially in the movement of grain. Shippers and vessel men at the Head of the Lakes will be forced to send approximately 30,000,000 bushels in excess of last season's quota to this end of the route during the first two months of the season. Strained relations between shippers and vessel owners last season caused by the passage of the new Canadian Grain Rates Act curtailed the movement considerably and stocks at Fort William and Port Arthur are enormous. N. M. Patterson, one of Canada's leading elevator men, issued a statement early this month, in which he discussed the task confronting shippers. Canada will be forced to export grain at the rate of 1,000,000 bushels a day from now until the new crop is ready for shipment if the elevators are to be in good condition, Mr. Patterson said.

Shipments of grain from the Canadian Head of the Lakes during the first part of last season were arge, but will have to be increased by one-third this season in order to make a good cleanup prior to the arrival of the new crop. Rail shipments have been meager during

the winter months and stocks have mounted rapidly. The grain rate from the Head of the Lakes to Lake Erie ports was shaded again early this month. Shippers were offering 2½ cents for the first trip to Buffalo and other Lake Erie ports. Some tonnage was placed earlier in the month at 23-4 and 3 cents but owners refused to charter when the rates dropped to 2½ cents. It was estimated that steamers to carry 2,000,000 bushels were chartered during the first week of May.

LOUISVILLE

A. W. WILLIAMS - CORRESPONDENT

AS IS generally the case in May, business is slowing down a trifle with the Louisville hay and grain interests, elevator handlings being somewhat lower than they were, as there is not much country business moving right now. Local business is getting good, as a result of considerable activity in a racing way, in connection with the spring races which open on May 10, and run for nearly a month. The Kentucky Derby will be run on May 17. Local racing stables are crowded with horses, and there are more to come. Demand for feed, grain, hay and straw has been quite good in connection with racing. Poultry feeds have also been very fair, and there is about a normal dairy demand.

Outlook over the next 30 days is considered fair as a whole, although there will not be much activity for the elevator companies until wheat harvesting starts new wheat moving to storage. Prospects are poor in connection with wheat, but there will probably be more wheat harvested than present prospects would indicate, although the harvesting machinery people claim that the crop will be very short, and that they are not getting much demand for equipment.

The Kentucky Public Elevator Company reported business was slowing up, and that the company was now handling only about 10 cars a day in and about the same number out. Stocks on storage are lower than for some time, with about 90,000 bushels of corn; 58,000 of wheat and 32,000 of rye. Demand for seed oats was quite heavy for a time, and the company sacked out a considerable quantity, but this demand has slumped off. Seed corn may open up a little later, but hasn't shown much as yet.

* * *

Excellent pasturage out in the state has resulted in a slowup on movement to the country. Grass was late this year, but is now in excellent condition. This is resulting in country retailers buying in mixed cars, although mixed car movement has slowed up somewhat since the seed oat demand slumped off.

* * *

Early & Daniel Company, of Cincinnati, Ohio, have decided to close the Louisville branch, expense of rebuilding the old Fleischmann Elevator at Louisville, being too high to be undertaken. The plant was burned to the ground in early March, but the owners were well insured on building and stock.

* * *

Winter shelled corn is about off the local market, much to the satisfaction of the trade, as it is hard material to keep, and has to be worked frequently. Fresh shelled corn is coming on in very fair quantities, and is in good shape, and keeping well.

* * *

Edward Scherer, of the Bingham Hewett Grain Company, remarked that business was fair, but that the buyers were buying in small lots and cautiously, and are carrying small stocks. An advance in grains would probably result in better buying, as it would make for a better established market. With a differential of only about 30 cents between corn and wheat there is bound to be some uncertainty.

* * *

Louisville quotations on grain show No. 2 White or Yellow corn at 84 cents; Mixed, 83 cents; No. 3 White or Yellow, 83 cents and No. 3 Mixed, 82 cents. In oats, the No. 2 White are 53 cents, and No. 3 White, 51½ cents. No. 2 Red Winter wheat is quoted at \$1.14 a bushel, and rye, 70 cents. There is no rye or mixed oats movement in Louisville at this time, and no barley movement. Seedsmen have been getting a little demand on buckwheat.

* * *

Hay prices are very steady, No. 1 Timothy being \$26 @ \$27 a ton; No. 2, \$24 @ \$25; No. 3, \$19 @ \$20; Mixed Clover, \$25 @ \$26; No. 2, Mixed, \$23 @ \$24; No. 1 Clover, \$26 @ \$27; No. 2, \$24 @ \$25; local Alfalfa, \$20 @ \$24; wheat straw, \$13 @ \$14; rye straw, \$15 @ \$16. There hasn't been much river hay moving in, and in fact all movement has been slow on account of bad roads, and the fact that farmers are busy.

* * *

Indications are for short crops of Clover this year, due to light planting as a result of farmers being scared off by high prices of seed, and fear of poor results with imported seed, account of propaganda against southern European Clover. Most seed houses are stuck with supplies of imported Clover. There has been fair

movement of Red Top, Timothy, Orchard Grass, Blue-grass and Alfalfa seed, while prices are mounting rapidly on soy bean, cow pea, millet and cane seed. Bad weather in March and early April prevented any large planting of early grass seeds, with the result that the late seeds are moving well.

* * *

Feed movement has been fair, but is slowing up just a little. Bran is priced at from \$27 @ \$31 a ton, sacked; mixed feed, \$29 @ \$32 a ton; and middlings, \$30 @ \$33 a ton according to quality and preparation.

* * *

The Ballard & Ballard Company, millers of Louisville, recently reported that the April flour production was 61,862 barrels, as against 51,832 barrels in April 1923, a gain of over 10,000 barrels in April. April flour production required about 284,180 bushels of wheat. The total output for the crop year to May 1, shows 666,251 barrels of flour.

* * *

Wheat outlook in Kentucky is poor this season, reports from numerous districts indicating that a small acreage will produce a small crop, it being reported that many sections will not have over 50 per cent of normal yield, due to bad winter freezes without snow protection. It is claimed that a lot of wheat acreage will not be worth cutting. However, it is doubtful whether much of it will be abandoned.

* * *

James E. Callahan, 78 years of age, vice-president of Callahan & Sons, grain merchants and elevator operators, died on April 17, following a second stroke of paralysis. He had been in the grain business for 50 years. He is survived by his wife and four children, as well as a number of brothers and sisters. Mr. Callahan was the oldest of 10 children; his mother, Mrs. James Callahan, Sr., now 97 years of age, is still living. He is the second of the children to die, a brother, A. F. Callahan having died last year.

* * *

William E. Larmon, 63 years of age, president and general manager of the Larmon Milling Company, at Alvaton, 12 miles from Bowling Green, Ky., died on April 18, following a four months' illness, and two operations. A wife and six sons survive.

* * *

Fire at Hickman, Ky., on April 20, caused a little damage to the plant of the Walker Mill & Feed Company, when the Bondurant Cotton Gin plant was burned to the ground, from a fire starting in an empty seed house, where it is alleged children had been playing.

* * *

S. T. Ballard, president of Ballard & Ballard Company, Louisville, is recovering nicely from an operation for appendicitis at Jacksonville, Fla., in March, and is now well out of danger.

* * *

George F. Korfhage & Sons, local hay and grain dealers, have been followed by bad luck in the way of fires over the past year or so. On the seventh of last October, the company lost a large storage barn at the Douglas Park Race Track as the tracks were beginning to get active for the fall race meetings. Just recently another warehouse on Preston Street, at Burnett, was burned, including a large quantity of hay, loss being about \$9,000, and coming at a time when the concern was getting busy with its spring race track business. The hay loss was insured, but the buildings were not fully covered.



THE grain trade at Milwaukee is still slack in line with the small receipts being reported at most of the leading primary markets. The April receipts at Milwaukee were more than 1,000,000 bushels less than last year. The grain trade at Milwaukee for the past month is also unique in that all of the grains but one, barley, showed declines in the supply. In past months some of the grains have showed gains in receipts and losses in the case of others. But April trade showed a gain for barley alone.

* * *

The rate of interest on advance has been fixed by the Finance Committee of the Chamber of Commerce at 6½ per cent. This is the same as the rate for several months past.

* * *

At the annual meeting of the Milwaukee Chamber of Commerce held after the recent election of new officials of the Chamber, A. R. Taylor, the retiring president, pointed out that while the receipts of grain for the past year shows some decline as compared with past years, the percentage of decline was not large as compared with some of the other leading markets.

A. R. Templeton, the incoming president, made quite a number of suggestions as to how he thought the affairs of the local Chamber could be improved. He suggested, for instance, changes in the commission rules to extend the members' privileges to a greater number than at present. He also believed that some

of the offices doing the work of the Chamber could be consolidated to good advantage. More details on these various reforms will be forthcoming, no doubt, from the new president from time to time when these subjects are taken up for detailed consideration.

* * *

Among the cargoes which have recently cleared from Milwaukee for eastern destinations are the *W. H. Donner* with some 353,000 bushels of corn; the *Colonel* with 218,000 bushels of corn for Buffalo; the *Yosemite* with 207,000 bushels of corn, also for Buffalo; the *Charles Horn* with 38,000 bushels of corn for Montreal; the *M. A. Reeb*, with 211,000 bushels of corn for Goderich, Ontario; and the *A. D. McTier* with 43,000 bushels of corn for Montreal and 35,000 bushels of corn for Quebec.

The new committees of the Board of Directors of the Chamber of Commerce are as follows:

Finance: L. R. Fyfe, A. L. Flanagan and Kurtis R. Froedtert.

Furniture and Rooms: G. W. Kruse, L. J. Keefe and W. A. Hottensen.

Grain to Arrive: A. L. Johnstone, Kurtis R. Froedtert and Linus J. Beck.

Market Reports: E. La Budde, A. L. Johnstone and G. W. Kruse.

Committee on Membership: Kurtis R. Froedtert, O. R. Sickert and W. A. Hottensen.

Rules and Regulations: A. L. Johnstone, O. R. Sickert and L. R. Fyfe.

Committee on Supplies: Harry A. Plumb, L. J. Keefe and Linus J. Beck.

Committee on Transportation: Hugo Stolley, E. La Budde and A. L. Flanagan.

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The general association committees of the Chamber of Commerce for the coming year are:

Supervisors of Grain Inspection and Weighing: J. H. Manning, John C. Hensey, E. H. Hiemke, J. W. Rice and Arthur J. Riebs.

Supervisors of Flour Inspection: J. H. Crittenden, F. Len, W. H. Manegold, J. H. Manning and Phillip Orth.

Arbitration of Dried Peas and Beans: J. V. Lauer, Charles F. Coughlin, Roy I. Campbell, William R. Madden, and W. F. Lodde.

Arbitration of Grass and Clover Seed: J. J. Crandall, F. W. Kellogg, H. B. Courteen, Hugo Teweles and J. V. Lauer.

Cash Grain Closing: James T. Mallon, E. Liesenberg and A. L. Jacobs, with Andrew E. Lauer, A. L. Johnstone and M. H. Kleser as alternates.

Membership Committee: W. C. Holstein, William Eitencier, George D. Weschler, F. J. Phelan and J. V. Lauer.

Publicity Committee: G. W. Kruse, C. A. Houlton, F. H. Spearman, Jr., A. E. Bush and Harry A. Plumb.

Committee on Weather Reports: E. G. Hadden, Josef Mueller and Thomas M. Corcoran.

Committee on Commerce and Manufactures: William O. Goodrich, Washington Becker, L. J. Petit, Michael F. Cudahy, Charles Baerwald, S. G. Courteen, E. J. Lindsay, C. E. Lewis, W. H. Manegold, Gustave Pabst, F. W. Kellogg, A. C. Elser and F. W. Goldie.

* * *

The receipts of feed at Milwaukee have been somewhat heavier with 1,760 tons in the month just passed as compared with receipts of 270 tons for the corresponding month of last year.

The shipments of feed from Milwaukee have been exceptionally small with 19,950 tons for the past month compared with shipments of approximately 29,000 tons for the corresponding month a year ago. This reflects a drop of no less than 9,000 tons in a single month.

The receipts of malt at Milwaukee for the month of April, 1924, were 22,800 bushels as compared with no receipts for the same month a year ago.

The shipments of malt from Milwaukee show the same trend for several months past, declines from the figures of 1923. The shipments for April, 1924 were 300,200 bushels as compared with shipments of no less than 434,000 bushels for the corresponding month a year ago. This is a decline of 134,000 bushels, or more than one-third, from the figure of a year ago.

* * *

Despite the heavy rains at Milwaukee for the last two or three days, the report for the previous week as made by the Milwaukee Weather Bureau, indicates that it was too cold for crops and that the ground was rather dry. The report says that in general, vegetation in Wisconsin has been very backward because of the unfavorable conditions. The seeding of small grains and the plowing for corn is progressing in the central and northern counties of the state and is nearly completed in the southern counties of Wisconsin. Oats are now coming up. The winter grains and pastures and meadows are in good condition, but are making rather slow growth. The great need of the state at present is warmer weather with most May temperatures in the lower 40's as compared with more than 50 degrees, which is the average normal temperature for the month in this state.

* * *

The grain in store in Milwaukee early in May has been drawn down to a considerable extent, though the figures are still fairly high for corn. The store was given as 189,000 bushels of wheat, 892,000 bushels of

corn, 229,000 bushels of oats and 81,000 bushels of barley. Small stocks of grain would normally be expected in Milwaukee at this time due to the very small volume of receipts in the past weeks.

The official report of The Gratuity Fund of the Milwaukee Chamber of Commerce which has just been issued shows the largest payments to the widows or heirs of the deceased members of the fund in the history of the organization. The payments were \$890 for each of the heirs. This was due to the fact that the number of deaths of members was small during the past year, with only three reported. This is the best per capita payment since the fund was started in 1880.

The largest amount previously paid to the beneficiaries of the Gratuity Fund was in 1922 when \$696 accrued on each membership and the smallest was in 1889 when just \$289 was paid for each deceased member.

The fund has about \$130,000 invested in bonds. Each year the income from this fund is divided by the number of participating members who die during the year and payment is made to their heirs. At the present time, there are just 186 members of the Chamber of Commerce who are entitled to share in the gratuity fund.

* * *

Milwaukee grain men were elated by the fact that the straits were opened this year on April 16 which was about two weeks ahead of the opening of a year ago. This enabled the early shipments of 1,000,000 bushels of corn which had been loaded to proceed as soon as navigation was opened.

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Milwaukee market reports of certain commodities will be broadcasted to Wisconsin farmers daily via the radio. The State Department of Markets has arranged to get these quotations and send them out through the state radio station at Stevens Point. These reports, however, will apply only to certain selected commodities.

* * *

Milwaukee has again stepped into line with the Chicago Board of Trade and has adopted the daylight saving hours despite the fact that the city generally is on the old time schedule basis. The daylight saving idea has been found so valuable by Milwaukee grain men in the past that they again readily adopted the plan in 1924.

* * *

President A. R. Templeton, newly elected head of the Milwaukee grain exchange, has been chosen as a national councillor representing the local organization in the Chamber of Commerce of the United States. Mr. Templeton attended the annual meeting held by the National Chamber in Cleveland.

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The Armour Grain Company has announced that the cereal portion of the business will be handled under the name of Mapl-Flake Mills, Inc., and it will be a subsidiary of the original company. The change is made for convenience in the accounting and the general conduct of the concern. The officers of this subsidiary company will be the same as those of the Armour Grain Company. The new corporation affects the oatmeal plant of the Armour Company at Milwaukee which has a capacity of about 2,000 barrels per day.

* * *

Objections made in Milwaukee to the McNary-Haugen bill have been numerous. The general objection to the bill is that it is unsound, paternalistic, that the bill if made law would start a vicious circle of price raising, that the increased prices for grain would again make matters worse by stimulating over production, and that such price favors would be asked by other lines of industry. It is also believed that while the bill seems to apply to a variety of products, it is really intended to apply only to wheat. Price fixing of grains has always been a failure as an economic remedy and it is believed by grain men that this instance will prove no exception to the general rule.

It is strongly doubted in Milwaukee that the McNary-Haugen bill will pass as it contains so many dangerous provisions that Congress cannot possibly accept it in its present form.

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Among the new members of the Milwaukee Chamber are Nelson B. Updike. The membership of Hubert Karl, Jr., has been transferred.

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H. Jahns, Jr., has consolidated his business with Owen & Bro. and the business will be conducted under that firm name in the future.

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Among the Milwaukee men who attended the Western Grain Dealers Association meeting at Cedar Rapids in April were Frank B. Bell of W. M. Bell Company, L. J. Keefe of the Froedtert Grain & Malt-ling Company, Walter C. Holstein of the Mohr-Holstein Commission Company and John C. Hensey of Hensey & Owen.

* * *

The annual report of the directors of the Milwaukee Chamber of Commerce, just issued, closed with the following statement: "Radical legislation, now in effect and proposed, has had a disastrous influence on the grain exchanges of the country for the past year

or two and confidence in their usefulness in the economical distribution of the grain crops produced on the American farms, has been to a great extent destroyed by the continual agitation for more laws to 'help the farmer.'

"These conditions are unfortunate not only for the grain exchanges themselves whose province it is to facilitate the distribution of grain through natural channels and in accordance with the highest standards of business ethics, but they are unfortunate for the producer as well, for such conditions will inevitably be reflected back to the producer and only aggravate his discontent."

The Milwaukee Chamber of Commerce, according to the treasurer's annual report, did not come within \$10,000 of paying its expenses for the past year, this sum having to be drawn from the surplus. The total income receipts for the year just closed were \$149,000 in round figures compared with disbursements in excess of \$159,000.

The report of the Transportation Department of the Milwaukee Chamber for the past month says the greatest benefit to the Milwaukee market for the year was the change in rates from South Dakota territory to Milwaukee as compared with the rates from that territory to other marketing or consuming points. Several cases were brought before the Interstate Commerce Commission which resulted in a general reduction in these rates, making it possible for Milwaukee grain dealers to compete with other markets for South Dakota grain. Minnesota rates also were re-aligned so as to place Milwaukee on a reasonable basis with other grain markets, the report says.

The Chamber of Commerce Clearing Association elected as directors for the coming year F. J. Phelan, W. A. Hottensen, A. L. Flanagan, B. J. Aston, F. H. Spearman, Jr., H. H. Peterson, and Joseph Lers.

The officers elected were: President, F. J. Phelan; vice-president, A. L. Flanagan; secretary, Joseph Lers; treasurer, W. A. Hottensen.

DULUTH

S. J. SCHULTE - - CORRESPONDENT

APPROXIMATELY 7,000,000 bushels of grain were loaded out from Duluth and Superior elevators during the two weeks following the opening of navigation on April 23. With those shipments opening of navigation contracts in Spring wheat, Durum and coarse grains were claimed to have been fairly well filled. It was found necessary for the directors of the Board to extend the official date of the opening of navigation three days on account of an ice blockade extending for some distance from the entrance of the harbor having prevented the movement of steamers either in or out. A fleet of 21 boats was at one time tied up in the ice. Spring wheat and Durum made up the bulk of the grain loaded out, but around 1,000,000 bushels of rye; 900,000 bushels of corn and 1,325,000 bushels of oats were included.

The Globe Elevator Company was credited with having loaded out the first cargo of grain at the opening of the season. It was a lot of 350,000 bushels of Spring wheat and rye for Buffalo delivery. That company also signaled the opening of the season by loading out a cargo of corn which went forward to Fort Colborne, Ont.

Charles F. Haley, manager of A. D. Thompson & Co., has returned from vacation and business trip to eastern points. He expressed the opinion that all the Spring wheat and Durum available on this market will be required by the eastern milling interests to cover their needs for the manufacture of macaroni and patent flours.

The Itasca Elevator Company has been prominent in forwarding grain to the East since the opening of the season. It has loaded out two cargoes of rye, one of which went to Port Colborne as well as a cargo of Spring wheat and Durum and one of oats, besides several small lots of Durum that went to complete other cargo shipments. With its strong connections through the Julius H. Barnes interests, officials of the Itasca Elevator Company are looking forward to making a favorable showing consistent with the general trade conditions. Charles T. Mears and Walter Stanger are looking after the company's spot buying and pit operations.

The Occident Elevator Company marked its entrance into the trade here as a shipper by loading out a cargo of 350,000 bushels of Spring wheat and Durum for Buffalo delivery on the opening day of navigation. Officials of that company expressed themselves as gratified over the smooth running of the loading machinery. Four other cargoes were loaded out of the plant during the following 10 days with an equal measure of satisfaction. The Occident Elevator Company and its parent concern, the Rus-

sell-Miller Milling Company are expected to be important factors on this market from now on. The Occident interests have been consistent bidders for Spring wheat and Durum since early last fall and they have helped to broaden the standing of this market in the handling of grain from over the Northwest. The Russell-Miller Milling Company's chain of interior elevators will be valuable feeders for the Occident Elevator here.

H. F. Salyards, a former president of the Duluth Board of Trade, has spent some time at Washington this spring on the mission of presenting the grain trade's views to senators and congressmen on the subject of pending legislation prejudicial to its interests. He was foremost in voicing opposition to the McNary-Haugen bill and grain men who worked with him on that mission accord him full credit for using his influence with telling effect in the educational campaign.

Ward A. Brown, until recently coarse grains buyer with McCarthy Bros. & Co. on this market, has accepted a responsible position as buyer with the Ralston-Purina Company at St. Louis, Mo., and he has left to assume his new duties. Ward was brought up in the grain trade on this market and he has been credited with having made good in any position he held. He was at the outset connected with the Duluth-Superior Milling Company and subsequently with the Van Dusen-Harrington Company and McCarthy Bros. & Co. His place with the last named house has been taken by Roy G. Sims. Mr. Brown's many Duluth trade and personal friends were pleased to learn that he was picked from among several applicants to fill the vacancy with the St. Louis house. They gave him a warm sendoff before leaving.

Rye continues a drag on this market and a source of disappointment to its holders. Though prices in the spot article have advanced around two cents during the last month, it is estimated that holders of the around 6,750,000 bushels of it remaining in hand after shipments of approximately 1,000,000 bushels at the opening, face some heavy individual losses. The bulk of that grain is estimated to be carried by spreaders and speculators and they are said to be hanging on in hopes that German inquiry will develop in the event of a settlement of the reparations problem being finally reached. Operating against the probability of any definite improvement in the rye market are holdings of around 18,000,000 bushels at Duluth and Minneapolis and in interior elevators over the Northwest with a new crop also growing to add to the surplus. The troubles of rye holders have been attributed by the trade here as largely due to the appearance of Russia last spring as an exporter to Germany and the other countries of Central Europe. Just at that time dealers here were beginning to get export inquiry and they saw visions of getting their loads off their hands. It was pointed out by an operator here that buyers have been tempted at various times to take on loads of rye on the plea that it was cheap relatively to Spring wheat and should therefore be entitled to enhancement in its quotations. All the rye now in the elevators here was reported to have been hedged over into July. It was mentioned that the manager of one of the elevators had planned to make deliveries of around 1,750,000 bushels under May contracts. He was finally however persuaded to accept a carrying charge of 1½ cents a bushel to make the switch over into July. Holders of the lines mentioned hope in the meantime to be able to get from under.

Elevator companies and dealers who have been working up trade in corn since early last winter have been generally gratified with the outcome. Some of them are free to admit however that they have outstayed their market to a certain extent. An official of one of the elevator companies expressed regret in fact that his house had not marketed its holdings of corn a few weeks ago when boom was on, as a tidy profit could have been made on the turn-over. With the subsequent backing off of buyers, it has been found difficult to put through delivery contracts at a profitable basis and it has been found necessary to carry some lines along. The trade generally feels sanguine regarding the outcome. Statements have in fact been given out that the great bulk of the corn held in the elevators here is scheduled for July shipment with some of it to go out earlier. Business in corn has been fairly well distributed between the Globe, Cargill, Consolidated and Capitol Elevators. Now that the ice has been broken, elevator men here are confident of their operation in the corn market showing gains during the coming season.

R. M. White of the White Grain Company, commented upon an improving inquiry of feeds during the last month. The campaign for expansion in the dairying industry is thought by him to as likely bring tangible results, meaning corresponding expansion and opportunities for houses specializing in feeds. Dealers here are sanguine of obtaining a water freight rate through the McDougall Terminal Company here that will enable them to lay down shipments in oats and other coarse grains at points

in New York state on a competitive basis. Experimental shipments made last fall upon the Diesel propelled motor boats operating directly between Duluth and New York in connection with the McDougall Terminal Company, were regarded as having demonstrated that shipments could be made by that route more advantageously than by lake and rail with handling and elevating at Buffalo. Negotiations now underway with the transit company, are expected to result in a rate being put in that will place Duluth dealers on the map for that trade.

Experience of dealers in this market in oats have been fairly satisfactory during the last season, in distinct contrast to the record of two and three years ago. A liberal movement in oats to the East has taken place since the opening of navigation and operators do not look forward to being compelled to carry any amount over. The advances in the oats market during the last few weeks has helped the trade out materially.

Elevator companies and commission houses here have been receiving satisfactory reports from over the Northwest regarding the early crop outlook. While it is generally estimated that a decrease of around 15 per cent will be shown in Spring wheat and Durum acreage over Minnesota and North Dakota, this season, it is thought that the present soil conditions are so good that larger productions than were attained last year might easily be registered. H. J. Atwood of the Atwood, Larsen Company who recently returned from a trip over a section of North Dakota, expressed the belief that farmers conditions out there should show improvement over last year, provided the present promise is maintained.

Few changes in memberships or in the personnels of houses operating on the Duluth Board of Trade were reported during the last month. The membership of J. H. Ogle has been transferred to H. R. Graves of the Occident Elevator Company.

ST. LOUIS

W. F. WALTER - - CORRESPONDENT

LACK of demand was the outstanding feature in the wheat market during the past 30 days. Receipts were fairly heavy and of fair quality but really good milling varieties were not plentiful, although all such offerings were readily absorbed.

Future wheat was in an unsettled condition due to the current agitation at Washington and trading was confined purely to the speculative interests who were trying to clean up their slates in face of the possible passage of the McNary-Haugen bill now before Congress.

Cash wheat showed a little easiness due to scarcity of demand and to the fact that mills did not enjoy even a halfway normal sale of flour, and not much improvement is looked for until new crop movement. It was also noted that export trade fell off somewhat during this period.

Corn followed in the wake of wheat, with a good volume of receipts, little of which graded better than No. 3 with the demand very poor. Corn for seeding purposes was in best demand, but mills and manufacturers reported business poor and would not take on supplies in excess of their actual needs. Like wheat, the current agitation of Washington has not tended to place confidence in the corn market and the trade is marking time to experience the results of this condition, when a buyer might analyze the situation with only natural conditions confronting him, and with which he can arrive at a conclusion to fairly anticipate his immediate future requirements.

Oats weakened only slightly in sympathy with corn and wheat, but demand was good for best grades, with receipts about equal to the demand.

Hay receipts during the past 30 days were only normal with the quality running poorly, which is customary at this season of the year, farmers having previously marketed their choice goods. A good demand existed for No. 1 hay even though the premium was rather high and all receipts were readily absorbed. Lower grades were described as draggy but with only moderate receipts.

Mill feeds were in slow demand all through the past 30 days. The usual demand for middlings at this season of the year for pig feeding did not materialize while bran felt the slack demand of dairy products. A heavy decline in values resulted, consequently, which would have been even greater were it not for the fact that mills were only running on short time. For a big part of the period Spring wheat feeds discounted Winter wheat products from \$1 to \$2 per ton, but this narrowed to about par at toward the end.

A number of St. Louis grain dealers attended the convention of the Illinois Grain Dealers Association

held in Springfield, Ill., on May 10. Among those who attended were: M. R. Parrott, E. C. Seele and F. C. Taylor of Seele Bros. Grain Company; Claude Morton of Morton & Co.; Josh Chilton of the Hall-Baker Grain Company; S. A. Whitehead of Nanson Commission Company; Bert Beardsley of Picker & Beardsley Commission Company; Lou Schultz of Schultz-Niemeyer Grain Company, and R. R. De Armond, official weighmaster and sampler of the Exchange.

The St. Louis Grain Club will hold an outing at the Normandie Golf Club on Tuesday, June 3, where members will indulge in athletics and golf.

N. P. Nelson, of Langenberg Hay & Grain Company, of this city, returned from an extended trip through the South and reports a blue atmosphere surrounds dealers, but that a change for the better is anticipated during June.

Roger Annan, of Annan-Burg Grain & Milling Company, was in Washington, D. C., last week, representing the Exchange in its protest against the McNary-Haugen bill.

W. D. Judd recently died at the Missouri Baptist Sanitarium in this city at the age of 67 years. Mr. Judd was well known in grain circles in central Kansas and Kansas City, where he resided prior to his coming to St. Louis, when he formed the grain firm of Brinson Judd Grain Company. Upon the death of his partner in 1893, the firm was dissolved and Mr. Judd retired from active business.

A recent decision by the Interstate Commerce Commission has made it possible to secure a reduction in freight charges on car lot shipments of Sudan from the Panhandle Region in Texas. The Statute of Limitations now in effect prevents the filing of claims older than two years. Inasmuch as final rates have not yet been established, it is advisable to file expense bills covering such shipments with the Interstate Commerce Commission. They should be sent to G. B. McGinty, secretary, Interstate Commerce Commission, Washington, D. C., together with a letter stating that it is desired to have them registered so that claim may be made later on in accordance with the decision of the Interstate Commerce Commission in the case of Mangelsdorf Seed Company versus Atchison, Topeka & Santa Fe Railway et al, Docket 12653-1, Volume 88, Page 120.

The Mixed Feed Supply Company announces that John Martin, who was formerly with Carlisle Burns Grain Company, Omaha, Neb., will take charge of its grain department effective immediately. Eddie Garmon, formerly with Langenberg Bros. Hay & Grain Company, of this city, has also joined its organization and will take charge of the company's consignment business.

Ferd P. Meyer and A. T. Leonhardt represented the St. Louis Flour Club at the recent annual meeting of the Millers National Federation, held in Chicago. Sam Plant, ex-officio president, and George S. Milnor, director of the Federation, H. G. Craft, president of the St. Louis Millers Club, E. L. Stancliffe also attended. E. L. Stancliffe previously had attended the meeting of the Southwestern Millers League, of which he is a director, in Kansas City.

Nat Moffitt of Moffitt, Napier Grain Company recently returned home after having taken a three months' vacation cruise in the Mediterranean.

Walter J. Ravold, who until recently was connected with Marshall Hall Grain Company has been appointed manager of the St. Louis Grain Clearing House. He has also applied for Exchange membership, having surrendered certificate of Clarence J. Gerell.

J. F. Kirsten of Hamburg, and Frank Villmar of Berlin, Germany, were recent visitors in St. Louis, calling on the grain and milling trade.

John C. Reid, who has been connected with the Corno Mills Company of East St. Louis for many years has sold his residence in St. Louis, having moved his personal effects to Cedar Rapids, Iowa, which is now his permanent home. The offices of Corno Mills Company having consolidated with those of the Three Minute Cereal Company, in Cedar Rapids, Iowa.

W. F. Walter of Dreyer Commission Company, recently visited Hutchinson and Wichita, Kan., and reports that the growing wheat in that vicinity never looked better and that natives are looking for one of the largest crops of wheat in the history of that state.

The St. Louis Flour Club held their regular quarterly meeting April 22. Jos. H. Albrecht of Annan-Burg Grain & Milling Company, and J. Leipman of Dreyer Commission Company, were appointed delegates to the Federated Flour Clubs National Convention which is to be held during July in Buffalo. Andrew Baur of Baur Flour Company, Vincent Glosemeyer of

Glosemeyer Flour Company, and Julius Albrecht of Eberle-Albrecht Flour Company were appointed as a Committee to formulate a credit bureau.

Eugene Smith, secretary of the Merchants Exchange, is back on the Exchange after a severe attack of pneumonia.

The St. Louis office of Page & Jones, steamship agents of Mobile, closed April 30. Irving H. Heller, manager of this office for four years will operate an individual agency for export bookings, with offices at 1218 Pierce Building.

George L. Grosskopf, has been appointed manager of the southwestern passenger office of the Holland American Line with headquarters in St. Louis. He was formerly connected with the New York and Chicago offices of that line.

C. E. McCartney, who has been recently appointed manager for Ralston Purina's new Minneapolis plant, left St. Louis last month to assume his new duties. Ward Arthur Brown, formerly of McCarthy Bros., Duluth, Minn., has been appointed assistant purchasing agent of Ralston Purina Company, to fill the vacancy left by C. E. McCartney, and has applied for membership in the Merchants Exchange.

James F. Quinlivan of J. F. Quinlivan & Bros. Feed Company, died last month. He is survived by his widow and one son, Frank, who is connected with the above concern.

The Belt Grain Elevator in East St. Louis, under the management of the J. H. Teasdale Commission Company, has been withdrawn as regular under the rules of the St. Louis Merchants Exchange and the regulations governing regular elevators and warehouses.

J. C. Osieck, of Osieck & Co., flour importers of Amsterdam, Holland, with extensive trade in Germany, Czechoslovakia, Poland and Austria, was in St. Louis recently, calling on millers.

The estate of the late John L. Messmore, of Ballard, Messmore Grain Company, of this city, amounted to \$83,805.00.

About 40 members of the Exchange will leave St. Louis on May 7, for Wichita, Kan., after which they will attend a rodeo at Ponca City, Okla. They will then move on to Oklahoma City, to attend the Oklahoma Grain Dealers Association, and the Oklahoma Millers Association convention on May 20-21.

W. J. Pentland, who for five years has been assistant manager of the St. Louis office of the Cunard Steamship Line, has resigned and accepted a position on May 1, as manager of the St. Louis office of the United States Line which has jurisdiction of the entire Southwest.



BY VOTE of the Toledo Produce Exchange, Rule 31, section 1 has been amended by the addition of section 1-A, which provides that the price of inspecting samples of grain for members be fixed at 75 cents and for non-members at \$1.50. All inspection fees on cars received by members shall be \$1.75 and for non-members \$3.50. Prices for bulkhead inspection remain at \$3. Attention is called to the fact that charge to shippers and members remains the same. The change is in the price to non-members.

A new addition has been added to the grain elevator at Mermill, Ohio. This will make it much larger than heretofore and capable of handling a larger volume of business.

The stockholders of the Farmers Co-operative Elevator of Deshler, Ohio have decided to build a large plant to take the place of the two that burned recently. This one elevator will have the same capacity of the other two and as modern and fireproof as possible. It will be of concrete and have a total capacity of 50,000 bushels.

Receipts of both corn and oats have been on the increase the past month. Buyers here and outside have created a fairly steady demand. Both coarse grains are grading the best on the crop. Flour trade has been slow and export business of small volume. Feeds are not moving very fast and in order to keep stocks down some dealers have been obliged to cut prices. Soft Winter wheat stock has dwindled to almost nothing and premiums have remained firm. One cargo was brought in here by a local mill during the month. Hay sales have been good but receipts are very light.

Farmers are too busy with farm work to haul. Crop reports from Ohio points are spotted and would seem to indicate a smaller acreage than last year. Corn and oats are planted and doing well. Corn planting was late and the acreage is thought to be larger than last year.

Trading in September Timothy and August Alsike were opened on the floor during the past month. Both are reflecting the possibility of crop damage and selling about 50 cents over the cash.

The Exchange is now on daylight saving time the same as Chicago. Opening and closing is one hour earlier than Central Standard time.

Toledo's performance in handling merchandise cars as indicated by a careful check maintained by the traffic bureau is a credit to the city. Accurate account is kept of all cars forwarded and date of placement at destination. This is resulting in making Toledo known as one of the best shipping points in the country. The character of the service is making complaint of delay infrequent.

W. E. Savage of the Imperial Grain & Milling Company, has returned from a several weeks stay in Florida. His healthy color is an excellent boost for southern health resorts.

Receipts of grain in this market for the month of April were: 81 cars of wheat, 218 cars of corn, 118 cars of oats, 4 cars of rye and 4 cars of barley. Total, 425 cars.

The Toledo Chamber of Commerce is conducting its annual spring trade trip to about 26 counties around Toledo. A special train has been chartered to carry members and stops will be made at the larger towns to give opportunity to call on people they do business with or those who are potential customers.

Several grain men heard President Coolidge's speech to the Associated Press Club in New York this month via the radio. They spent the afternoon in the homes of Kent Keilholtz and John Husted who are both radio fans and expert adjusters of the dials.

James F. Hall, former manager of the Weber Flour Mills in this territory, and later in charge of sales for the Aunt Jemima Mills in the Pittsburgh district, has returned to Toledo where he expects to make connections with a local mill to handle their output.

The last winter boat of the season was unloaded here during the month. Owners and captains of the grain boats stored here declare themselves well satisfied with the facilities offered and are all strong for Toledo.

The walking fever has hit several Toledo grain men and they are taking advantage of these fine spring mornings to reel off three or four miles before ending up at the Second National Bank Building.

Alphonse Mennel was elected a director of the Millers National Federation at their meeting in Chicago. He is president of the Mennel Milling Company.

T. R. Randall of the Randall Milling Company, Tekonsha, Mich., and his bride of recent date, spent a part of their honeymoon in Toledo on their way to visit several eastern cities. Needless to say they were royally entertained by friends here.

The Exchange Traffic Club held its regular monthly meeting in the favorite eating place, the Elk's Club, and everyone but Bill Myers and Lester Howard had all they could eat. The reason for this was that they got into a discussion of what they best liked to eat and missed out on the main part of the menu.

Word was received from Mr. and Mrs. Raymond P. Lipe that they met seven Toledoans in Venice, Italy, one day last month. Kent Keilholtz of Southworth & Co., also had a cablegram lately from Mr. Lipe that said, "Crops look fine from airship." This after flying across the English Channel from Paris to London. This is believed to be the first crop report from an expert who uses this novel means of transportation.

The Ottawa County Co-operative Company has installed a Randolph Grain Drier in its elevator at Rocky Ridge, Ohio, at a cost of \$6,000. This new equipment will permit them to ship grain according to the specifications of buyers.

Boys never grow up on the Toledo Produce Exchange floor, said a news reporter this month. They delight in socking some stranger in the back of the neck with a kernel of corn. Everyone takes part in the fun.

The regular monthly meeting of the Northwestern Ohio Farmers Grain Dealers Association, held in Jewell, Ohio, was largely attended by both managers and dealers from Toledo. Hugh Diamond, Galion, Ohio, humorist, was the principal speaker of the evening. Strawberries and cream and homemade cake were served to all present. Sherwood, Ohio, won the prize for the largest attendance with seven directors and the manager pres-

NEWS FROM NORTHERN OHIO

BY T. J. CUNNINGHAM

Modern methods of marketing will be explained to heads of farmers elevators of Seneca County, who are preparing to attend a meeting of elevator operatives in Columbus, May 20 to 23. The instruction will be given in the departments of farm crops and rural economics of Ohio State University. It will consist of a short course in elevator manager's methods. It is claimed that the greatest weakness in the country elevator business is the shortage of well-trained managers.

Hugh Diamond, humorist, was a speaker at the meeting of the Northwestern Ohio Grain Dealers Association at Jewell.

According to reports received by Prof. J. B. Clark of Ohio State University, soybean acreage has been greatly increased on account of winter-killing of much wheat, Alfalfa, Clover and Timothy in the southern part of Ohio. Reports from Clermont County show that virtually all clover has been killed.

The stockholders of the Farmers' Co-operative Elevator Company, Deshler, whose elevators burned there recently, have decided to rebuild at once. This time only one elevator is to be constructed, but it will be large enough to handle the capacity of both former elevators. The new building will be concrete and other fireproof material, and will have a capacity of 50,000 bushels of grain.

The residence of L. L. Cass, Weston, Ohio, burned April 19. Mr. Cass is a well-known elevator man and farmer of that locality and had only recently returned from the south. About \$2,500 insurance was carried.

Following a survey of crop conditions in Sandusky County, Bert Harrod, farm agent, said that agricultural prospects were never better, and that he had never seen wheat looking healthier and he predicted



A FIELD IN SANDUSKY COUNTY

bumper crops. He also mentioned that farmers have followed advice to burn corn stalks and he believes this county has little to fear from ravages of the corn borer.

The Seneca Company, Tiffin, Ohio, at one time one of the largest manufacturers of stock foods in the country, passed out of existence recently when stockholders approved an order for sale of property and assets. The company suffered heavily in the 1913 flood and had operated only in a small way since then.

The Ottawa County Co-operative Company has installed a grain drier in its elevator at Rocky Ridge at a cost of \$6,000. The new equipment will permit the company to ship grain according to specifications of buyers.

If ever a crop prophet had a chance to say something and play safe, it would seem to be now. Never in years has there been such a wonderful prospect for wheat as we now have in Seneca and surrounding counties. Nowhere are to be seen the bare spots and stunted areas which usually prevail at this time of year. Every field is one thick growth of waving green, and, in spite of reports to the contrary, these fields seem to represent just as many acres as last year. One can hear the expression on all sides: "Best outlook for a wheat crop we've had in years," and there is none to contradict the statement. Weather conditions have been ideal, and the wheat is making rapid growth right along. Bright, sunshiny days have alternated with cloudy and showery days and cool nights. This section has felt the need of a real wheat crop for several years, now, and such a crop will surely be harvested this July. Just hang this up somewhere, like Rosemary, for remembrance.

Lots of ground is all ready for corn, but very little has been planted, so far, due to frequent rains and the fear that the ground is not warm enough yet. If weather will permit, a big acreage will be put out. Farmers are getting more particular about their seed corn every year, and this spring they have been especially so. Much seed corn was shipped into this territory, this year, and found a ready sale with the farmers here.

Although the oats were gotten out later than usual this year, they have come up in fine shape, and present just as healthy an appearance as the wheat.

ent. Toledo dealers attending were: George Forrester, Kasco Mills, Inc.; Kent and Charles Keilholtz, Southworth & Co.; Joe Streicher and Bill Cummings, J. F. Zahm & Co.; Calhoun Cannon, Federal Supervisor of Grain Grades; Harry Devore, H. W. Devore & Co.; George Woodman, Rosenbaum Bros.; Joe Doering, Southworth & Co.; Eli Short, Crumbaugh & Kuehn Company; H. Wheeler, National Milling Company; and S. L. Rice, Metamora Elevator Company, Metamora.

After a 10-weeks' trip to countries of South America, John Wickenhiser reports himself well satisfied to get back to this country and especially Ohio. The Buenos Aires Stock and Grain Exchange he found one of the most interesting places on the entire journey.

L. J. Ulrich, floor representative of the Chicago firm of J. S. Bache & Co., whose wife died recently, created quite a furor when he disappeared shortly after her death. He has returned and set his friends at rest by explaining his sudden call away on business that necessitated his presence in Wheeling, W. Va.

The firm of Jesse Young for so many years known as the Young Grain Company, has also discontinued business in this market. He is now with Southworth & Co. and will handle a share of their corn and oats business out of this market. Many of his friends have expressed their regrets at his loss, but congratulate him on the excellent connections he has made.

Harry Schaub, who was associated with Mr. Young, is now with the Raymond P. Lipe Company. Harry is considered one of the most capable and likeable of the younger grain men in this market and he is bound to make a place for himself in the grain world.

H. D. Raddatz has discontinued his firm of H. D. Raddatz & Co., in this market and is now engaged in the real estate business.

Much wheat, Alfalfa, Clover and even Timothy have been winter-killed in the southern portion of Ohio, according to reliable sources. Freezing weather during the spring of 1923 and the past winter were the causes. In one county virtually all the Clover was killed.

There is no other city in the country that has so much railroad construction going on as Toledo has at present. Both the New York Central and the Pere Marquette are making large developments in their yards here. They are spending millions of dollars so as to be ready to meet the increased growth that they see for Toledo in the future.

Two Defiance County, Ohio, farmers led the entire list of 65 in 21 northwestern counties who were raising crops under the direction of the Ohio State University. The object was to show that bigger and better crops can be raised through a proper fertilization and rotation program. The best record for corn was 90.4 bushels per acre and for oats 78 bushels per acre. The state average for corn and oats was 41 and 36 bushels.

A receiver has been appointed for the Farmers Co-operative Elevator at Arcadia, Ind. It is said the concern is near the point of failure and owes nearly \$29,000. The company bought the elevator four years ago and its chief trouble has been due to the decline in grain prices since its purchase.

John T. Sherriff, Toledo flour broker, sends word to his friends that he is rapidly recovering his health at Long Beach, Calif.

At the annual meeting of the Toledo Transportation Club held recently, G. E. Husted, general freight agent of the New York Central Railroad, was elected president and John Enright of the Mennel Milling Company was elected first vice-president. An increase in membership and excellent financial condition were reported.

A safe in the office of the Emerson & Jones grain elevator at West Milton, Ohio, was not molested by thieves but about \$200 worth of Clover seed was taken.

Traffic Commissioner Macomber spoke to the members of the Jackson, Mich. Transportation Club during the month.

The Ohio State University will again hold a short course for managers at Columbus, Ohio, May 20 to 23. The grading of grain and seeds and proper accounting methods will be given by experts who have studied their subjects in actual operation.

The fourth annual meeting of the Ohio Co-operative Managers Club is to be held in Toledo on May 15. Those on the program include: E. T. Dickey, Jewell, Ohio; William Pickard, Bowling Green, Ohio; Charles Krohn, Deshler, Ohio; Carl Romick, Arlington, Ohio; Oscar Slosser, Fostoria, Ohio; William Kemmer, Centerburg, Ohio; and J. H. Myers, Westerville, Ohio.

Demand for Clover seed during the month was disappointing and cash trade suffered accordingly. The new crop has been damaged in the southern part of Ohio and Indiana and the yield will be small. Alsike has advanced on liberal turnover. Timothy trade dull and prices unchanged.

There appears to be at least a normal acreage out. Farmers have, also, gone to some trouble in the selection of seed for this crop. For the last two years the oats in this locality have been practically a failure, being very light in quality and yield. For this reason, many farmers have secured new seed from other localities, and this may account, in some measure, for the good appearance of the growing crop at this time.

Plenty of moisture has given the meadows an excellent start, so that the grass crops are everything that could be desired at the present moment.

There is still a fair amount of wheat and corn to be moved in this territory, and this will no doubt come to the elevators as soon as the corn planting is finished; but oats are pretty thoroughly cleaned up, and most elevators will have difficulty accumulating full carloads.

Sanford Knepley fell 40 feet into a wheat bin at the J. H. Vocke & Son Elevator at Napoleon, when he lost his balance while repairing a belt. He was not hurt.

L. B. Einsel, owner of the elevator at Bloomville, purchased a residence there last week upon his return from Florida where he spent the winter.

Dayton Adelsperger, owner of the elevator at Bettsville, Ohio, has added a warehouse to his elevator property there.

GRAIN NEWS FROM BOSTON

BY L. C. BREED

William H. Chandler, manager for several years of the Transportation Bureau of the Chamber of Commerce, recently resigned in order to accept a similar position with the Merchants Association of New York City.

Newton Davis Gross, for 57 years a resident of Concord, Mass., died recently at his home in that town. For many years he operated the old grist mill and saw mill on Barrett's Mill Road. He was born in Buckfield, Maine, in 1860. Two years ago he sold his saw mill and retired from business. The grist mill had not been operated for several years.

King Philip Stover, Inc., Fall River, Mass., has been incorporated with a capital stock of \$50,000, to deal in food products. The incorporators are George Eskow, Israel Louison and Sarah Louison.

J. R. Ellis & Son, Inc., Boston, has been incorporated with a capital stock of 1,000 shares without par value. The incorporators are Robert J. Holmes and Joseph W. Worthen of Winchester and Arthur W. Leavitt of Wollaston. The company will deal in food products.

Joseph Fessie & Co., Inc., Holyoke, Mass., has been incorporated with a capital stock of \$25,000. The incorporators are Joseph Fessie of West Springfield, Louis Taboni of Holyoke and Antonio N. Ragazzi of Willimansett. The company will deal in food products.

William Francis Priest, associated for many years with C. F. & G. W. Eddy, grain exporters, Boston, died recently at his home in Tomerville. Upon leaving school, Mr. Priest entered the office of Whittaker Bros., Boston flour merchants. Later on in 1886, he became identified with C. F. & G. W. Eddy. He was born in Lancaster, Mass., and had been a resident of Tomerville for the past 50 years. His wife and daughter survive him.

Among the distinguished visitors to Boston during the past month, was, the veteran head of the Dollar Steamship Line. Capt. Dollar was duly presented with the "Keys of the City," by his Honor Mayor Curley and was paid signal honors in shipping circles.

Coarse grains are ruling firm; cornmeal and oatmeal slightly higher; feeds very dull but undertone quite firm. Top grade hay is in somewhat better supply, but the bulk of arrivals as usual consist of medium and lower grades. Some accumulation of ordinary stock is reported.

Among the visitors to the Chamber during the past month, outside New England, were the following: Frank G. Ely, Chicago, Ill.; O. O. Scroggin, Little Rock, Ark.; Samuel Sosland, Kansas City, Mo.; R. M. Hersey, Minneapolis, Minn.; C. C. Pratt, St. Johns, N. F.; T. H. Goebel, Detroit, Mich.

Receipts of grain here for the month of April were as follows: Wheat 446,650 bushels; corn 11,375 bushels; oats, 120,600 bushels; rye, 92,875 bushels; barley, 825 bushels; malt, 4,250 bushels; mill feed, 286 tons; cornmeal, 195 barrels.

GRAIN storage capacity of Novosossik, Russia is estimated at 180,000 tons. Nicolaiev has storage capacity of 125,000 tons and Odessa, 100,000. As much as 1,500 metric tons have been loaded at Odessa in one day.

RECEIPTS AND SHIPMENT

Following are the receipts and shipments of grain, etc., at the leading terminal markets in the United States for April:

BALTIMORE—Reported by Jas. B. Hessong, secretary of the Chamber of Commerce:

	Receipts		Shipments	
	1924	1923	1924	1923
Wheat, bus..	578,652	1,613,847	1,229,366	2,475,499
Corn, bus....	114,689	455,226	111,469	1,090,107
Oats, bus....	39,987	681,233	.....	569,749
Barley, bus..	2,574	31,155	.....	.....
Rye, bus....	98,462	926,137	300,531	1,771,257
Millfeed, tons	809	1,292	.....	.....
Straw, tons..	162	81	.....	.....
Buckwheat, bus.	299	.....	.....	.....
Malt, bus....	4,902	20,562	.....	5,933
Hay, tons....	2,127	2,143	.....	.....
Flour, bbls..	103,516	135,923	28,516	71,838

CAIRO—Reported by M. C. Culp, chief grain inspector and weighmaster of the Board of Trade:

	Receipts		Shipments	
	1924	1923	1924	1923
Wheat, bus..	.....	8,856	.....	11,380
Corn, bus....	85,504	127,004	76,719	128,947
Oats, bus....	2,162,210	2,166,942	2,165,168	2,013,700
Barley, bus..	.....	197,872	.....	223,985

CHICAGO—Reported by J. J. Fones, secretary of the Board of Trade:

	Receipts		Shipments	
	1924	1923	1924	1923
Wheat, bus..	983,000	1,950,000	2,004,000	1,197,000
Corn, bus....	4,157,000	5,300,000	3,277,000	4,437,000
Oats, bus....	4,192,000	4,747,000	3,489,000	4,109,000
Barley, bus..	668,000	651,000	363,000	248,000
Rye, bus....	65,000	545,000	29,000	93,000
Timothy Seed, lbs.	1,162,000	1,243,000	2,904,000	2,221,000
Clover Seed, lbs.	1,352,000	845,000	1,505,000	818,000
Other Grass Seed, lbs.	1,914,000	718,000	2,433,000	539,000
Flax Seed, bus.	50,000	78,000	2,000	29,000
Hay, tons....	14,139	11,943	1,832	1,776
Flour, bbls..	900,000	1,102,000	569,000	915,000

CINCINNATI—Reported by D. J. Schuh, executive-secretary of the Cincinnati Grain & Hay Exchange:

	Receipts		Shipments	
	1924	1923	1924	1923
Wheat, bus..	268,800	267,600	284,200	280,800
Corn, bus....	529,200	368,400	288,400	177,200
Oats, bus....	508,000	368,000	182,000	218,000
Barley, bus..	5,600	2,600	.....	.....
Rye, bus....	.....	4,800	4,200	2,400
Hay, tons....	7,931	10,932	.....	.....

DENVER—Reported by C. E. Rader, secretary of the Grain Exchange:

	Receipts		Shipments	
	1924	1923	1924	1923
Wheat, carloads ...	158	242	36	94
Corn, carloads ...	442	391	196	125
Oats, carloads ...	65	136	89	77
Barley, carloads ..	34	52	6	3
Rye, carloads .....	.....	8	.....	.....
Hay, carloads	115	120	.....	.....

DULUTH—Reported by Chas. F. MacDonald, secretary of the Board of Trade:

	Receipts		Shipments	
	1924	1923	1924	1923
Wheat, bus..	1,244,176	3,470,585	1,673,818	204,298
Corn, bus....	282,923	68,507	143,143	.....
Oats, bus....	23,771	12,605	825,107	1,889
Barley, bus..	139,651	262,090	124,793	25,000
Rye, bus....	554,841	2,069,930	603,240	22
Flax Seed, bus.	63,861	56,874	118,808	25,901
Flour, bbls..	197,205	133,130	53,365	54,970

FORT WILLIAM, ONT.—Reported by E. A. Ursell, statistician of the Board of Grain Commissioners:

	Receipts		Shipments	
	1924	1923	1924	1923
Wheat, bus..	6,442,459	7,640,752	26,023,759	1,404,101
Corn, bus....	3,889	5,232	3,889	5,232
Oats, bus....	4,049,463	2,363,610	3,767,419	346,262
Barley, bus..	1,063,073	753,637	542,037	23,308
Rye, bus....	459,461	462,761	106,360	.....
Flax Seed, bus.	143,773	80,223	339,596	23,497

INDIANAPOLIS—Reported by Wm. H. Howard, secretary of the Board of Trade:

	Receipts		Shipments	
	1924	1923	1924	1923
Wheat, bus..	220,000	166,000	183,000	56,000
Corn, bus....	892,000	1,422,000	710,000	1,115,000
Oats, bus....	922,000	814,000	752,000	954,000
Rye, bus....	10,000	.....	4,000	7,000
Flour, bbls. mfg.	34,414	.....	38,753	.....

KANSAS CITY—Reported by W. R. Scott, secretary of the Board of Trade:

	Receipts		Shipments	
	1924	1923	1924	1923
Wheat, bus..	1,351,350	3,924,450	2,602,800	2,555,550
Corn, bus....	1,915,000	1,767,500	1,713,750	1,245,000
Oats, bus....	572,900	1,533,400	570,000	600,000
Barley, bus..	55,500	66,000	97,500	16,900
Rye, bus....	5,500	7,700	16,500	15,400
Bran, tons....	1,850	2,900	19,020	21,580
Kaffir Corn, bus.	339,900	138,600	214,000	126,000
Hay, tons....	29,520	22,908	14,928	8,208
Flour, bbls..	42,575	54,925	383,175	387,725

LOS ANGELES—Reported by the secretary of the Grain Exchange:

	Receipts		Shipments	
	1924	1923	1924	1923
Wheat, carloads ...	229	258	.....	.....
Corn, carloads ...	136	207	.....	.....
Oats, carloads ...	7	15	.....	.....
Barley, carloads ..	89	149	.....	.....
Kaffir Corn, carloads ...	4	4	.....	.....
Flour, carloads ...	270	170	.....	.....

NEW ORLEANS—Reported by S. P. Fears, chief grain inspector and weighmaster of the Board of Trade, Ltd.:

	Receipts		Shipments	
	1924	1923	1924	1923
Wheat, bus..	276,336	358,879	249,098	420,914
Corn, bus....	125,747	1,614,238	416,939	1,437,549
Oats, bus....	4,987	14,529	19,575	33,930
Barley, bus..	1,516	.....	.....	.....
Rye, bus....	116,736	124,881	68,571	98,460

MILWAUKEE—Reported by H. A. Plumb, secretary of the Chamber of Commerce:

	Receipts		Shipments	
	1924	1923	1924	1923
Wheat, bus..	84,000	201,525	157,950	337,725
Corn, bus....	718,360	1,165,190	1,852,216	957,425
Oats, bus....	860,200	1,315,255	1,730,150	1,504,775
Barley, bus..	617,600	488,260	172,920	215,160
Rye, bus....	35,375	229,260	12,080	195,020
Timothy Seed, lbs.	180,000	1,042,468	779,930	1,561,528
Clover Seed, lbs.	152,667	168,588	1,336,640	2,179,037
Flax Seed, bus.	10,060	18,700	426	70,644
Hay, tons....	1,443	1,704	384	766
Flour, bbls..	124,950	69,650	59,320	67,050

MINNEAPOLIS—Reported by G. W. Maschke, statistician of the Chamber of Commerce:

	Receipts		Shipments	
	1924	1923	1924	1923
Wheat, bus..	3,528,590	6,861,690	2,842,270	3,761,210
Corn, bus....	803,790	443,960	1,057,840	566,860
Oats, bus....	1,433,390	1,208,070	3,238,010	3,071,220
Barley, bus..	854,650	767,400	1,288,020	1,064,320
Rye, bus....	246,530	691,470	268,630	142,730
Flax Seed, bus.	209,740	475,910	127,360	57,050
Hay, tons....	2,206	1,538	478	483
Flour, bbls..	96,958	122,804	965,660	1,212,827

MONTREAL—Reported by J. Stanley Cook, secretary of the Board of Trade:

	Receipts		Shipments	
	1924	1923	1924	1923
Wheat, bus..	313,227	1,431,921	216	210
Corn, bus....	12,388	47,861	1,438	4,193
Oats, bus....	307,085	473,544	88,649	46,749
Barley, bus..	39,713	188,326	.....	.....
Rye, bus....	300	3,350	.....	.....
Flax Seed, bus.	23,988	9,400	.....	.....
Hay, bales....	36,268	54,884	.....	.....
Flour, bbls..	79,598	114,733	65,880	238,439

NEW YORK—Reported by H. Heinzer, statistician of the Produce Exchange:

	Receipts		Shipments	
	1924	1923	1924	1923
Wheat, bus..	5,290,600	4,099,000	5,651,000	4,327,000
Corn, bus....	321,900	480,000	203,000	1,023,000
Oats, bus....	472,000	922,000	425,000	683,000
Barley, bus..	1,700	929,900	164,000	593,000
Rye, bus....	247,500	1,231,500	1,097,000	887,000
Timothy Seed, lbs. ....	.....	.....	.....	572
Clover Seed, lbs. ....	.....	5,600	1,360 Bags	979
Flax Seed, bus. ....	.....	1,868,700	.....	.....
Hay, tons....	3,878	7,007	.....	2,964
Flour, bbls..	990,383	1,006,471	795,000	596,000

OMAHA—Reported by F. P. Manchester, secretary of the Omaha Grain Exchange:

	Receipts		Shipments	
	1924	1923	1924	1923
Wheat, bus..	620,300	1,584,800	681,800	1,787,800
Corn, bus....	2,322,600	1,787,800	3,348,800	2,808,400
Oats, bus....	1,296,000	1,674,000	1,716,000	2,038,000
Barley, bus..	16,000	102,400	16,000	86,400
Rye, bus....	9,800	64,400	22,400	331,800

PEORIA—Reported by John R. Lofgren, secretary of the Board of Trade:

	Receipts		Shipments	
	1924	1923	1924	1923
Wheat, bus..	49,900	92,400	57,600	93,650
Corn, bus....	1,209,650	1,152,200	783,400	945,600
Oats, bus....	1,199,800	1,144,000	1,204,200	1,164,300
Barley, bus..	39,200	35,000	22,400	23,800
Rye, bus....	2,900	15,600	3,600	9,600
Mill Feed, tons	26,360	26,200	26,390	25,647
Hay, tons....	2,720	3,280	370	260
Flour, bbls..	202,600	174,800	204,000	160,000

PHILADELPHIA—Reported by A. B. Clemmer, secretary of the Commercial Exchange:

	Receipts		Shipments	
	1924	1923	1924	1923
Wheat, bus..	3,078,339	2,707,320	3,545,368	3,512,346
Corn, bus....	148,030	1,172,253	227,843	741,139
Oats, bus....	89,103	897,049	.....	90,000
Barley, bus..	1,190	.....	29,938	.....
Rye, bus....	667,849	156,964	723,469	93,997
Flour, bbls..	182,278	312,622	18,809	70,633

PORTLAND, MAINE—Reported by Howard H. Waldron, traffic commissioner of the Chamber of Commerce:

Wheat, bus..	49,900	92,400	57,600	93,650
Corn, bus....	1,209,650	1,152,200	783,400	945,600
Oats, bus....	1,199,800	1,144,000	1,204,200	1,164,300
Barley, bus..	39,200	35,000	22,400	23,800
Rye, bus....	2,900	15,600	3,600	9,600
Mill Feed,				
tens	26,260	26,200	26,200	25,640

ASSOCIATIONS

WESTERN GRAIN DEALERS CONVENTION

The twenty-fourth annual convention of the Western Grain Dealers Association was held April 17 and 18 at Cedar Rapids, Iowa. The Cedar Rapids grain trade, as hosts, felt very much gratified at the large attendance.

The proceedings were opened by Vice-president Clifford C. Betz of Conrad, Iowa, in the absence of President J. R. Murrel, Jr., who was detained on jury service. The first report read was that of Secretary George A. Wells, who commenced by referring to the many changes that have occurred in the 24 years that he has held office in the Association. He mentioned how greatly conditions had improved in that period not only in supervision of weighing and inspection, but also in terminal markets, railroads and many other things.

He said that one of the most important adverse tendencies today in the trade was the trend of legislation, a great deal of which is going to be decidedly detrimental to the grain dealer. He said that politicians who were otherwise inexperienced except as politicians were offering all kinds of legislation in Congress as a cure all for farmers' economic ills. Most politicians have no practical business experience and many of them do not possess the noble qualities of statesmanship. It was, he said, amazing to note the drift of political thought toward bureaucracy, socialism and paternalism in national affairs.

Mr. Wells also devoted a good part of his speech



J. R. MURREL, JR.
President Western Grain Dealers Association

to various insurance matters, and said that in the last three years fire losses had increased materially on elevator and grain insurance. He said that a further unfavorable situation in elevator insurance was the fact that country elevators like some of the dealers were growing older and some were being sadly neglected, which increased the risk.

Following this report, came the financial report, rendered by Mr. Wells. Then came a talk by Charles Quinn, secretary of the Grain Dealers National Association. He spoke at some length about the McNary-Haugen bill and the bad effects it would have if enacted. He said that Mr. Haugen believed the grain trade would not be affected by the bill and that the administration of it would be most simple. He also added that politically it is felt in Congress that if an adjournment comes without showing some decided favorable action toward the farmers of the country the Republican party would suffer. He said the question now was whether the President would sign the bill if passed in Congress.

Charles D. Morris, of the Western Railways Committee on Public Relations, then addressed the meeting. He had some interesting facts relative to proposed legislation from the standpoint of the transportation company. His talk was supplemented by the facts brought out by Owen L. Coon, attorney for the Consolidated Adjustment Company, of Chicago, who talked about claims and the fundamentals of their collection.

Robt. H. Black, in charge of the grain cleaning investigation for the United States Department of Agriculture, Minneapolis, delivered an address to the meeting on the value of grain cleaning. Mr. Black gave many interesting facts, among them the following:

It is a common custom in northern Iowa and southern Minnesota, where corn of high moisture content is often encountered, to mix the corn with dry oats and after a few days to separate the oats out of the

corn. This allows part of the moisture to pass into the oats which usually have less moisture in them than is permitted by the grades and at the same time lowers the moisture in the corn so that it will usually grade better and have better keeping qualities. This mixture of corn and oats can then be run over any cleaner which is equipped with the proper sieves and the oats separated.

Many elevators equipped with cleaners east of the Mississippi, particularly in the Southern States east of the Mississippi buy their grain only after it has been run over their cleaner. The screenings are returned to the farmer and the clean grain is purchased on the basis of whatever it grades. This procedure is possible and has been found profitable by those elevators which do not handle large amounts of grain and are so equipped that they can do the cleaning while the farmer waits. It is probable that this same procedure can be used in many parts of the corn belt. This separation of the screenings from the grain at the time it is purchased serves two purposes. In the first place, it shows the farmer the large amount of weed seeds which he is raising and in the second place, it gives the elevator operator a much better class of grain to handle and in all events, eliminates the customary dispute as to the amount of dockage which may be in the wheat or the amount of weed seeds which may be in the other grains.

These screenings which are removed can be used by the farmer for feeding. The United States Department of Agriculture is preparing information on the subject of the use of screenings for feed and copies may be secured by writing to the United States Department of Agriculture, Washington, D. C. In many cases, it is advisable that the poor quality of wheat or other grain which might otherwise be shipped out of the community be used for feeding locally and be marketed in the form of livestock, or as dressed meat.

Different kinds of weed seeds are found in different localities. In the Spring wheat belt, wild oats are the most common and they have cut down the yield to a great extent. In Kansas, according to the last issue of one of the trade papers, many fields have become so badly infested with bindweed that it is almost useless to plant small grains in these fields. There are weed seeds, such as foxtail and mustard, which are common throughout the entire United States. Different types of cleaners are best suited for removing the different types of weed seeds, but it is probable that the cleaner which you have in your elevator will remove most of the weed seeds in your locality without excessive loss of grain. It is simply a matter of securing the proper screens for the purpose. The round hole perforated sieves are most common and are used in different sizes for making most of the separations, but for separating such weed seeds as bindweed, or wild buckwheat, and morning glory, the triangular perforation is used to prevent a wastage of grain. For separating chaff from wheat, quack grass from oats, or oats from corn, oblong perforations are used. For some purposes and under certain conditions, the wire mesh sieves are preferable to the zinc perforated sieves.

There are a number of special cleaners, described in Farmers' Bulletin No. 1287, published by the United States Department of Agriculture, which are used for separating cockle from various grains and separating mustard and other kinds of weed seeds from all kinds of grain. Copies of this bulletin can be secured free of charge by addressing the United States Department of Agriculture, Washington, D. C.

There are many uses for grain elevators. I have mentioned only part of the uses which are applicable to your own conditions. Perhaps you have a cleaner which is not in use, but which could be used to very good advantage on some of the grain which you ship or which you sell locally. If the cleaner is worth the space which it occupies in your elevator, it should be overhauled every summer, the sieves carefully examined and new sieves which may be needed ordered. Every elevator owner finds a use for a cleaner at sometime so that it pays to keep the cleaner always in working order.

J. A. Schmitz, chief weighmaster of the Chicago Board of Trade, then was called upon. He reviewed the progress in recent years in standardizing weighing methods and equipment. His analysis of "Standard Weight Supervision" included the following:

During the 25 years I have been identified with grain weighing duties there has been a constant demand for increased weighing supervision and weighing efficiency at terminal markets. While the rising costs of the service have caused some adverse comment, I have yet to hear the first suggestion, from a grain shipping source, that supervising efficiency should be sacrificed in the interests of low weighing fees.

Now, in days gone by, when weighing supervision was in its infancy, there were no recognized standards to govern the adequacy of weighing supervision, with the result that there was no uniformity of practice anywhere, not even at the markets which really strived to provide class "A" supervision. In fact, standard weight supervision was not officially defined until September 25, 1918, when the Weighmasters' Scalemen's Conference, comprising the principal terminal grain weighmasters of the country, and the Committee on Grain Weighing of the National Scalemen's Association, adopted recommendatory standards to govern weighing supervision for the guidance of the grain trade.

Now, weighing supervision, to conform to the standards defined by the Weighmasters' Scalemen's Conference entails much service and resultant expense. To illustrate the extent of the service involved in standard weighing supervision, I will, for your information, endeavor to analyze each of the different sections of the definitions as follows:

Sections "a" and "b," of these standards contemplate that only competent, experienced weighmasters and car inspectors (men thoroughly familiar with the facilities used to transport, handle and weigh grain) shall be employed. Men suitable for such service must be above the average in intelligence. They must be active, dependable and accurate. This, in turn, means that the remuneration to be paid weighing department employees must be sufficient to

attract and hold men having qualifications suitable for the work.

Now, section "c" of standard weight supervision, contemplates complete control of the scales, and other elevator equipment, used to weigh and handle grain to and from cars, together with a thorough knowledge of the condition of such scales and equipment. Without an adequate scale testing service to depend upon, a supervising weighing department is at a decided disadvantage.

And so, the Chicago Board of Trade Weighing Department maintains extensive scale testing facilities. Obviously, such complete scale testing paraphernalia would be of little use without men in the field experienced in its use; hence the department employs a force of experts well qualified to test and pass upon all kinds and makes of scales.

Turn now, to section "d" of standard weight supervision. This section contemplates comprehensive records of each and every detail concerned in the work of protecting weights. Obviously, this feature of weighing supervision is highly important; but it adds greatly to the overhead expenses; nor can there be any delay in disseminating the findings of a weighing department, since settlement for the grain handled and weighed is based on such findings. In consequence, the records of today's weighings must reach our office early the following morning, and they must be compiled, and certificates therefor placed in the hands of the shippers' Chicago representatives not later than 10:30 a. m. that day. All of this calls for a large force of competent bookkeepers and clerks.

Now, section "e" of the standards adopted for adequate weighing supervision, relates to the authority that is necessary to enforce rules and regulations essential to protect weights. In fact this section is the meat of the whole definition, for without sufficient authority, to enforce reasonable rules and regulations, any weighing supervision would be impotent. And, in addition to such authority, the supervising weighing department, to be successful, must provide ways and means of assuring intelligent compliance with its requirements that are to determine the facilities and the methods of handling. For this purpose the Chicago Board of Trade Weighing Department maintains a force of itinerant superintendents whose duties include supervision over the personnel of the department in the field. Also these men conduct weight shortage investigations which, to be complete, must embrace the tracing of cars from



J. A. SCHMITZ

the time of their arrival in Chicago's outlying railroad yards until finally they are delivered to the unloading elevators for unloading.

Again, weighing supervision, to be thoroughly efficient, must, to a greater or less degree, cover the railroad yards wherein grain is stored awaiting disposition. Such supervision of railroad yards must be sufficiently extensive to acquaint the weighmaster with the conditions that may exist in the many different yards in order that undesirable situations, conducive to the theft of grain from the cars, may be handled for correction. It is true, it is the duty of the carriers to police their yards, and we have found them ready and willing to do so; yet the country shipper of grain is not in position to know whether or not the cars, containing his grain, are being properly protected while awaiting unloading; and if the terminal market weighmaster does not look into such details, who then will? In fact, we have found this railroad yard work of such importance that we now maintain a service the sole object of which is to co-operate with the railroads to the end that adequate watching service, by the carriers, will always be provided, and bad conditions promptly remedied. This service, which is in charge of an experienced officer, has been of marked benefit to all concerned.

Also, it must be plain to you that no weighing supervision is complete that does not provide the means of assuring cleanly swept cars. Based on our experience—the mere looking into empty box cars, that have discharged grain into an elevator, is not sufficient, alone, to check the sweeping of such cars. In addition to an inspection of empty cars, we have found it expedient to make "surprise" sweeping tests at the different elevators and industries, and we maintain a crew of men for this purpose.

Clifford C. Belz then undertook the subject of "The Cost of Operating an Elevator." His paper on this subject has been given in full elsewhere in this issue, and it was received with great interest.

The general discussion on Friday covered many items of vital interest, such as reinspection at terminal markets, discrimination in freight rates, car distribution, farm bureau selling agencies, publicity

of grain trade methods, repeal of nuisance taxes, grain buying margins, elevator construction, insurance costs, railroad elevator site leases, landlords' lien and mortgaged grain, and other topics. There was some interesting discussion of lightning protection, and the daylight saving law in Chicago.

Mr. McGonagle made the report of the Auditing Committee and verified the treasurer's report as correct. Invitations were extended by the Quaker, and National Oats Companies and Penick & Ford Company to convention delegates to visit their respective plants in the afternoon.

The Resolution Committee, through Chairman F. D. Milligan, and Lee Davis and S. W. Wilder, submitted the following resolutions and they were unanimously approved:

Whereas, we as citizens have a personal, direct interest and responsibility in the present tendency in legislative circles, both local and national, toward regulatory measures and bureaucratic control for all business, which tendency ignores well established economic laws and promotes socialistic and un-American theories of government, therefore be it

Resolved: That we use our influence and personal franchise as well as our influence as an association of merchants to secure action looking toward the curtailment of bureaucratic activities, relief from the regulatory measures now in force which hamper business unfairly and without advantage to our citizens and a general reduction in the machinery and cost of government both local, state and national, and to this end be it further

Resolved: That we pledge ourselves and our support only to such candidates for public office as by their character and public record justify belief that they will assist in accomplishing the results to which we are here committed and which we consider essential to the general welfare and future prosperity of this country of ours to which we owe and gladly give our allegiance.

Whereas, the use of so called day-light saving time is the cause of much confusion and causes the markets to be opened a considerable period each day before authentic information can be gathered and disseminated and whereas this is to the disadvantage of country grain dealers; be it

Resolved: That we request the Chicago Board of Trade to consider the advisability and feasibility of continuing their sessions as at present on the basis of standard time.

Let us resolve to carefully consider our own personal code as well as our code of business ethics to the end that our contact with the public shall improve if possible the present high standing of our business.

Be it hereby resolved by the Western Grain Dealers Association here convened that we extend our most hearty thanks to the Cedar Rapids Grain Trade, the Chamber of Commerce and citizens of the city for the manner in which they have entertained us, and for the many kind courtesies shown us.

The Nominating Committee consisted of C. S. Davis, chairman, N. S. Beale, and L. W. Larson. They recommended the following officers and directors, and the recommendation was unanimously adopted: J. R. Murrel, Jr., of Cedar Rapids, Iowa, president; C. C. Belz, of Conrad, Iowa, vice-president; and as directors: J. D. Kent, of Des Moines, Iowa; George Potgetter, of Steamboat Rock, Iowa; J. K. McGonagle, of Washta, Iowa; O. B. Moorehouse, of Glidden, Iowa; and John Mueller, of Calamus, Iowa.

The chief speaker of the evening at the convention banquet was L. F. Gates, of Chicago. He chose as his subject "Markets" and treated the subject from the standpoint of the grain trade, referring at considerable length to legislative questions. After expatiating on various bills which have been up in recent years and some of which may be considered as indirect forerunners of the present McNary-Haugen bill, he asserted that one of the peculiar phases of the present bill is that presumed champions of it are now opposing early passage because of the political claims of any party that should now pass the bill, thus demanding credit for carrying it through. He said that this, along with the numerous objections to the bill in the last several months, has delayed its passage and aided its opponents.

Mr. Gates said that too much credit has helped the downfall of the farmer and they have too easily followed fresh prophecies and promises of various members of Congress.

FEED MANUFACTURERS TO MEET

The Sixteenth Annual Convention of the American Feed Manufacturers Association will be held at the Congress Hotel, Chicago, Ill., Thursday and Friday, June 5 and 6.

The Committee on Arrangements is busily engaged in preparing a program of unusual interest from an instructive as well as entertainment angle. Special arrangements are being perfected for the entertainment of the ladies accompanying the members and guests of the Association.

The feed manufacturing industry is one of the largest industries of the country, and the American Feed Manufacturers Association is the only nationwide organization exerting its entire activities for the improvement of conditions in the industry.

Its annual meetings provide the only national forum for the consideration of the manifold problems continually presenting themselves for careful consideration and intelligent solution.

As heretofore, the meetings of the Association will not be confined to its membership. Anyone interested directly or indirectly in the manufacture, sale, and distribution of feeding stuffs of any and all descriptions is most cordially invited to at-

tend the convention and participate in its activities.

Every feed manufacturer in the United States should find himself in Chicago on the dates of this meeting. The fact that he is not a member of the Association does not bar his attendance. Matters of unusual interest will be discussed, and the committee having the meeting in charge is expecting an attendance which will surpass any of its previous meetings.

Obviously, the committee must have some reliable information as to the probable number who will attend, and earnestly requests that all who are planning to do so will notify L. F. Brown, secretary, 53 West Jackson Boulevard, Chicago, of their intention to attend, and how many ladies and gentlemen will accompany them. Mr. Brown will be very glad to make such hotel reservations as are desired, if requested to do so.

SEED ASSOCIATION MEETINGS

The annual meeting of the Southern Seedsmen's Association has been scheduled for June 12, 13 and 14, at Atlanta, Ga. Convention headquarters will be at Hotel Ansley, and the officials hope to arrange for the customary special car from Atlanta to Chicago, so that those who are going to the American Seed Trade Association meeting will be accommodated. The latter meets at the Drake Hotel in Chicago on June 18, 19 and 20.

FIRE PROTECTION ASSOCIATION MEETING

The National Fire Protection Association will hold its twenty-eighth annual meeting at Atlantic City, N. J., May 13, 14 and 15, at Haddon Hall. A very comprehensive program has been prepared, and a number of topics of interest to elevator owners and operators will be covered, chiefly in the report of the Committee on Dust Explosion Hazards.

PANHANDLE GRAIN DEALERS CONVENTION TO BE HELD IN JUNE

According to a notice from H. L. Kearns, secretary of the Panhandle Grain Dealers Association, their annual meeting will be held May 19, at Amarillo, Texas. There will be only one prominent speaker, and business will be expedited as much as possible. The banquet will be held in time for those who are going to Oklahoma City to catch the 7:30 train the same evening.

NORTHWESTERN DEALERS CONVENTION SCHEDULED

The annual convention of the Northwestern Grain Dealers Association will be held June 20 and 21, at Glacier National Park, in Montana. A special program is being arranged, and W. G. Kirkpatrick, president of the Association, has announced that special hotel rates and transportation arrangements are being provided for the grain men who can attend this gathering. The territory of this organization embraces the states of Montana, Wyoming, Utah and Idaho.

CONVENTION CALENDAR

May 19. Panhandle Grain Dealers Association, Amarillo Hotel, Amarillo, Texas.

May 20-21. Oklahoma Grain Dealers Association, Oklahoma City, Okla.

May 23-24. Texas Grain Dealers Association, Landa Park, New Braunfels, Texas.

June 5-6. American Feed Manufacturers Association, Congress Hotel, Chicago.

June 9-14. American Association of Cereal Chemists, Curtis Hotel, Minneapolis, Minn.

June 10-12. National Scale Men's Association, Curtis Hotel, Minneapolis, Minn.

June 12-13. Southern Seedsmen's Association, Atlanta, Ga.

June 16-17. Wholesale Grass Seed Dealers Association, Drake Hotel, Chicago.

June 18-19. Ohio Grain Dealers Association, Lima, Ohio.

June 18-20. American Seed Trade Association, Drake Hotel, Chicago.

June 20-21. Northwestern Grain Dealers Association, Glacier National Park, Mont.

July 1-2. National Hay Association, Cedar Point, Ohio.

September 22-24. Grain Dealers National Association, Hotel Gibson, Cincinnati, Ohio.

TRANSPORTATION

WESTERN GRAIN RATE UNREASONABLE

In No. 13776, Portland Flouring Mills Company vs. G. N., et al. it has been held that as a result of unreasonableness new rates on wheat and flour and on coarse grain shall be made not later than May 29, from Harrington, Wash. to Portland, Ore., via Spokane. The Commission went on rec-

ord to the effect that these rates were unreasonable in that they exceeded 27.5 on the small grains and flour and 25 cents on coarse grains.

In another case brought by the same company a finding of undue prejudice was made, based on the refusal of the defendant railroad to accord North Pacific Coast terminal rates on coarse grains from Centralia, Wash. north to and including Everett, Wash., with milling and cleaning in transit at Portland. The prejudice was ordered removed.

DISMISSAL OF GRAIN CASE RECOMMENDED

In No. 14811, the O. A. Cooper Company vs. Chicago, Burlington & Quincy, Examiner H. W. Johnson has recommended the dismissal of the proceedings, on a finding that rates on grain from Humboldt, Neb., to St. Louis, Mo., are not unreasonable or unduly prejudicial. It had been alleged in the complaint that the rates from Humboldt and St. Louis and related territories are, and had been since April 1, 1921, unjust and prejudicial.

CANCELLATION HELD NOT JUSTIFIED

The Commission in a recent report said the cancellation of the application of joint rates on grain and grain products on export and domestic traffic to Mobile, from stations in Oklahoma on the Missouri, Kansas & Texas and the Beaver, Meade & Englewood, over a route through Meridian, Miss., had not been justified. Therefore, the tariffs were suspended as a result of the protest by the Wichita Mill & Elevator Company of Wichita Falls, Texas.

ARIZONA GRAIN RATE

It has been alleged by the traffic bureau of the Chamber of Commerce of Phoenix, Ariz., and others in a recent action that the rates on coarse grain in the trans-continental tariff, to Phoenix were in certain cases unreasonable and unduly prejudicial to the extent that they exceeded the contemporaneous rates on coarse grain to Tempe, Mesa and Chandler, Ariz. The Commission failed to sustain this allegation and has dismissed the request for new rates and reparation.

EASTERN WHEAT RATE SUSTAINED

The Interstate Commerce Commission has dismissed No. 14542, Interstate Milling Company vs. Baltimore & Ohio, et al., the finding being that the rate involved was not unreasonable and the complaining company was not damaged.

The complaint was that the rate was unreasonable and prejudicial to the extent that it exceeded a like rate of 4½ cents to Statesville, N. C. The rate in the case at issue on 142 carloads of wheat shipped from Baltimore to Charlotte, N. C., had been 44 cents.

REVISION OF GRAIN RATES

A finding in the last month by the Commission states that carriers have not justified the proposed cancellation of proportional rates on grain and grain products from La Crosse and Winona and other points to Chicago, and other destinations. It has ordered the suspended schedules cancelled, without prejudice to the filing of new schedules containing rates on the basis indicated in the report so as to retain the rates on feed from La Crosse and Winona.

A report has also been issued in which it is found that the proposal of carriers to cancel the application of the Deming, N. M. rates as maxima on grain and grain products from certain parts of Illinois, Minnesota, South Dakota, Iowa, Missouri, Kansas, Nebraska, Colorado and New Mexico, to destination in Texas, is not justified. The railroads had asserted that the application of Deming rates as maxima to Texas destinations not intermediate to Deming was never intended and resulted from an error.

THREE-YEAR LIMIT APPLICABLE

The Supreme Court has held that suits in the name of the Director-General are not bound by the three-year limitation in Section 16 of the Interstate Commerce Act and that such actions for the collection of undercharges incurred in the period of Federal control may be instituted regardless of this three-year limit. In the conclusion of their opinion, as rendered by Justice Sutherland, the court said:

"In taking over and operating the railroad systems of the country the United States did so in its sovereign capacity as a war measure under a right in the nature of eminent domain, and it may not be held to have waived any sovereign right or privilege unless plainly so provided. An action by the Director-General to recover upon a liability arising out of such control is an action on behalf of the United States in its governmental capacity and therefore, is subject to no time limitation, in the absence of congressional enactment clearly imposing it."

Representative Newton, of Minnesota, has introduced a bill (H.R. 8754) which is intended to nullify this ruling. The bill has the support of the National Industrial Traffic League.



EASTERN

The grain and hay business of Samuel Susman at Newtown, Conn., has been sold to Albert Rasmussen of Botsford, Conn.

A large grain elevator and mill are to be built at Putnam (no P. O.), Mass., at a cost of \$20,000 for the Dayville Grain & Coal Company of Webster, Mass.

Noah O. Mullendore and Lawrence H. Colbert have bought the warehouse property of Harry M. Mullendore of Trego, Md. They will conduct the store and deal in grain.

M. and F. Sotnick and J. A. Schimmoller are interested in M. Sotnick & Co., who have incorporated at Woodhaven, N. Y., to conduct a grain business. The firm is capitalized at \$25,000.

The Guernsey Elevators, Inc., has been incorporated in the State of Delaware with capital stock of \$34,000,000. The company, it is said, will be a merger of elevators located in the East and Middle West.

John N. Tibbetts is president; Norris S. Tibbetts, treasurer; and Harold S. Tibbetts, clerk, of the recently incorporated J. E. Tibbetts Company of Auburn, Maine. The company will deal in grain, hay and feed.

The Goodsell Bros.' mill at Bristol, Conn., has been bought by the Bristol Grain & Supply Company. The capital stock will be increased. Lester and Samuel Goodsell have retained their interest in the company.

Articles of incorporation have been filed by Vandever & Coleman who conduct a grain business at Lyons, N. Y. H. G. Chapin, Edwin S. Gross, Clara C. Gross are the incorporators. The firm is capitalized at \$50,000.

To conduct a grain and feed business and operate a flour mill, the Homestead Milling Company has been incorporated at Niagara Falls, N. Y. F. P. Tower, F. C. Powell, M. B. Porter, J. E. Spears and A. E. Holmes are interested.

A new marine leg is being added to the elevator of the Washburn-Crosby Company at Buffalo, N. Y., with capacity of 20,000 bushels per hour. This will greatly reduce the delay in boats unloading there. The Monarch Engineering Company is doing the work.

INDIANA

The power plant of the Farmers Grain & Seed Company at Bowers, Ind., is to be remodeled.

A new sheller, cleaner and grinder is to be installed by the Lincoln Elevator Company of Lincoln, Ind.

A half interest in Frank Wright's elevator and mill at Brookfield (mail to London), Ind., has been bought by Grosvenor Shirk.

A 60-horsepower gasoline engine has been installed by the Winthrop Grain Company of Winthrop, Ind., to run their plant.

The elevator and adjacent buildings of Fred Sheldon of Angola has been bought by O. W. Kuhlman at Orland, Ind. He will dismantle the buildings and elevator.

Collingwood Bros. have bought the Reep Elevator at Pendleton, Ind., from receiver Walter Aiman. The Collingwood Bros. sold the elevator to A. J. Reep about three years ago.

The Decatur County Farm Bureau has leased the McCoy Elevator at Greensburg, Ind., and will conduct it on a co-operative basis. The elevator will be used as a distributing agency.

Ray Stafford of Blaine, Ind., has bought the G. L. Watson elevator at Redkey, Ind., which was in the hands of a receiver, John Current. Mr. Stafford will make repairs to the plant.

Electric motors are being installed in the elevators of the Urmston Grain & Seed Company at Walton and Galveston, Ind., replacing steam power which has been used for a number of years by this company.

To deal in grain, wool, seeds, etc., Kraus & Apfelbaum, Inc., were incorporated at Fort Wayne, Ind., capitalized at \$300,000. Moses Apfelbaum, Max Kraus, Samuel Kraus, R. Apfelbaum and Eugene Kraus are interested.

The elevator of the Hirsch Bros. Grain Company at Clymers (mail to Logansport), Ind., is to be rebuilt. It was burned about a year ago. It will

have capacity of 60,000 bushels. The Hirsch brothers operate the elevator at Grass Creek and recently sold another one at Converse.

The elevator at Waveland, Ind., has been bought from the Stewart Estate by the Newton Busenbark Grain Company, with headquarters at Crawfordsville. The company will install a grinder.

C. E. Van Steenberg of Frankfort has bought the Boyleston Grain Company at Boyleston, Ind., formerly owned by Greenwood & Washburn. He will continue business under the old name.

The court has confirmed the sale of the elevator at Upton (no p. o.), Ind., formerly owned by the American Hominy Company of Mt. Vernon to E. H. Fuhrer of the Fuhrer-Ford Company at Mt. Vernon, Ind.

MINNESOTA AND WISCONSIN

B. B. Anderson's elevator at Round Lake, Minn., is to be managed by M. Wolf.

A new elevator is being built at Le Sueur, Minn., for A. O. Radke, replacing the one which burned.

The Farmers Elevator Company of Traverse, Minn., has decided not to build an elevator until next spring.

A 10-ton Fairbanks Dump Scale has been installed in the elevator of C. S. Livermore at Fairmont, Minn.

The elevator of the Manitowoc Malting Company at Van Dyne, Wis., is being razed. It has not been in use for a number of years.

Louis Boisvert succeeds O. E. Krueger as manager of the East Side Elevator of the Northwestern Milling Company at Little Falls, Minn.

A feed grinder and corn and cob crusher have been installed by Heinzen & Jacobson at Madison, Minn., and a 25-horsepower Fairbanks-Morse Type "Y" Engine.

Probably the stockholders of the Zumbrota Farmers Mercantile & Elevator Company of Zumbrota, Minn., are going to reorganize under the co-operative law.

H. Jahns, Jr., is consolidating his business with Owen & Brother Company at Milwaukee, pioneers in the grain and seed business. It is conducted under the old name.

The Equity Elevator at Harmony, Minn., has been bought by the Harmony Lumber Company. The company will handle flour and feed, both wholesale and retail.

The Farmers Co-operative Grain Company at Ormsby, Minn., has been bought by the Ormsby Farmers Grain Company. The old firm failed last June. The plant has been overhauled and painted.

Douglas Richardson succeeds Curtis Richardson as manager of the Sussex (Wis.) Co-operative Elevator Company. Curtis R., as announced last month, has organized the Richardson Feed & Grain Company at Oconomowoc, Wis.

A new elevator, warehouse and store has been opened for business by the Algoma Farmers Co-operative Company of Algoma, Wis. The plant was damaged by fire a short time ago and the buildings have been replaced on a larger scale.

The cereal business of the Armour Grain Company at Milwaukee, Wis., is to be conducted under the name of the Mapl-Flake Mills, Inc., as a subsidiary company. The officers are the same for both firms. The capacity of the plant is 2,000 barrels.

OHIO AND MICHIGAN

The Young Grain Company of Toledo, Ohio, has been dissolved.

Capitalized at \$20,000, the Yale Elevator Company has been incorporated at Yale, Mich.

V. E. Herter & Co., are building a grain elevator of 100,000 bushels' capacity at Dayton, Ohio.

A modern automatic scale has been installed in the elevator of Fred Kalmbach at North Baltimore, Ohio.

A warehouse has been added to the elevator property of Dayton Adelsperger, owner of the elevator at Bettsville, Ohio.

The Ottawa County Co-operative Company has equipped its elevator at Rocky Ridge, Ohio, with a grain drier costing \$6,000.

O. W. Cole, formerly manager of the Jenera (Ohio) Co-operative Grain & Supply Company's

elevator, is now manager of the elevator of the Prairie Depot (Ohio) Farmers Co-operative Supply Company.

L. Bradstock and F. M. Obrigewisch have incorporated at Wellington, Ohio, as the Farmers Grain & Milling Company. Its capital stock is \$5,000.

To conduct a business in grain, flour and feed, the B. & B. Mercantile Company has been incorporated at Ishpeming, Mich. Its capital stock is \$10,000.

The elevator at Munger, Mich., formerly operated by the Martindale Bean & Grain Company has been bought by the Chatfield Milling & Grain Company of Bay City.

The Mermill Grain Elevator at Mermill, Ohio, is building a new addition to its elevator. The present elevator was not large enough to handle the business.

Charles Hughes has bought the elevator of B. B. Copley at Millersville, Ohio. The grain department will be continued by the Sneath-Cunningham Company of Tiffin, Ohio.

The stock of merchandise, real estate and good will of the Greenfield Grain & Hay Company at Greenfield, Ohio, has been sold to Maple D. Iseman who will conduct the business as the Greenfield Grain & Hay Company, unincorporated.

The lease held by the Detroit Board of Trade on the Michigan Central Elevator "B" at Detroit, Mich., has been surrendered by it and it is expected that the building will be torn down. It is the last of the old fashioned wooden elevators on the Detroit River front.

The Farmers Co-operative Elevator Company of Deshler, Ohio, whose elevator burned, is to rebuild at once. This time only one elevator is to be built large enough to handle the capacity of both elevators. It will be of concrete construction, fire-proof, and of 50,000 bushels' capacity.

The new 31,000-bushel elevator of the Zeisler Grain Company at Lucasville, Ohio, has been completed. The entire plant is sheeted with galvanized iron. In the wareroom is a feed mill, and in back of that the flour mill of 50 barrels' capacity. There are also five grain mills which can grind 15 different kinds of cereals at the rate of 50 bushels per hour. The equipment was installed by the Anglo-American Milling Company. The elevator was originally owned by the late H. S. Grimes. It was then sold to the Strittmatter Grain & Milling Company and passed into the hands of the Zeisler Bros. in 1921. In 1923 the company was incorporated as the Zeisler Grain Company.

IOWA

The elevator of the Derby Mills at Burlington, Iowa, is being razed.

The elevator at Belmond, Iowa, has been bought from F. H. Brooks by W. W. Azeltine.

Arthur McCabe is succeeded in the grain business at Madrid, Iowa, by Lundahl & Check.

An elevator has been built at Van Horn, Iowa, by the Jurgensen Bros. Grain Company.

The Farmers Elevator at Whitten, Iowa, has been bought by George Mabie, who also owns one at Gilbert.

A feed mill and drag are to be installed in the elevator of the Farmers Elevator Company at Rockwell, Iowa.

Truman Peterson succeeds Wm. Swift as manager of the Galva Union Elevator Company at Galva, Iowa.

The new 25,000-bushel elevator of B. P. Greenfield at Thor, Iowa, has been completed. C. F. Newell is doing the work.

The Midwest Lumber Company of Dubuque, Iowa, has bought the property of the Garwin Elevator Company at Toledo, Iowa.

The Beach-Wickham Grain Company of Carroll, Iowa, has opened for business under the management of Githens & Nelson.

A combination truck and wagon dump has been installed by the Farmers Co-operative Elevator Company of Whiting, Iowa.

Ed Hildebrand succeeds J. R. Bratcher as manager of the elevator of the Farmers Co-operative Elevator Company of Greene, Iowa.

Earl W. and Glen E. Riley have bought the entire holdings of Armour & Co. at Underwood, Iowa. They are wrecking contractors and will tear down the

buildings and sell the material along with machinery to the farmers of that territory. A 50,000-bushel elevator is included in the purchase.

The coal sheds of the Beaman Elevator Company at Beaman, Iowa, are being torn down and a large office and storage building is being built.

A. Hakes of Manson, Iowa, is erecting a new elevator of 100,000 bushels at Wieston, near Manson. It will be completed about July 15.

The elevator of G. M. Crosby at Tipton, Iowa, is being overhauled and equipped with 24-inch Monarch Attrition Mill and scalping shoe; the cupola is being raised.

The interest of S. A. McMaster in the Rodney Grain Company at Rodney, Iowa, has been bought by his partner, Marion Nickalaisen, who is now sole owner of the property.

A new corn sheller, grinder and seed cleaner is being installed by the Farmers Elevator Company of Malcom, Iowa. The building is being overhauled and new two-story addition built.

A grain business is to be conducted independently by O. M. Wood at Iowa Falls, Iowa, who until recently was representative there of the Requa Bros. The grain company closed its office there.

The old Livermore Elevator at Ringsted, Iowa, is being remodeled by the Farmers Elevator. A solid foundation is being placed under it, new siding and new shingles put on and the entire house painted.

To handle grain, feed, coal and real estate, the Welton Elevator Company has been incorporated at Welton, Iowa, capitalized at \$10,000. P. J. Callahan, W. J. Bloom, John Dieckmann and S. J. Farrell are interested.

The Ericson Co-operative Elevator & Livestock Company has been incorporated at Ericson (Boone p. o.), Iowa, capitalized at \$25,000. F. J. Cooper is president; H. G. Cooper, vice-president and S. A. Riker, secretary-treasurer.

SOUTHERN AND SOUTHWESTERN

Several kinds of mixed feeds are being manufactured by the Waldo Grain & Hay Company of Muskogee, Okla.

Oscar Drake and O. Dodd have organized at Haleyville, Ala., as the Drake & Dodd Wholesale Feed & Grain Company.

A half interest in the Walker Meal & Grain Company of Hickman, Ky., has been bought by R. Ross Cappers of Amite, La.

The elevator at Tillman, Okla., has been bought from Fred Varner of Grandfield, Okla., by P. A. Cope of Chattanooga, Okla.

J. J. Tatem who has started a grain and feed business at Trenton, Tenn., has organized as the Tennessee Supply Company.

The Cleveland Milling Company of Cleveland, Tenn., has let the contract for a 60,000-bushel elevator of concrete construction.

Improvements are to be made by the Fort Smith Milling & Elevator Company of Fort Smith, Ark., to its plant at a cost of \$10,000.

Amos K. Bass has moved his office from Caddo to Durant, Okla. He will continue to do a still larger wholesale grain and hay business.

Articles of incorporation have been filed by the Ross Grain Company of Houston, Texas, capitalized at \$20,000. J. E. Josey, C. C. Chinski and others are interested.

A large warehouse and elevator is to be built at Nashville, Tenn., for McKay, Reece & Co., large field seed operators there. They have purchased a site for the house.

New machinery has been added to the plant of the Knaur Grain Company at Denison, Texas. A line of poultry feed and livestock provender is handled by the company.

A. C. Potts, R. A. Morton and J. M. Huffington have incorporated at Grandfield, Okla., as the Farmers Co-operative Elevator Company. The firm is capitalized at \$15,000.

The business and warehouse of the Farmers Union at Arkadelphia, Ark., has been leased for five years to George Boone who will conduct a wholesale flour and feed business.

A new elevator is to be built at Sharon, Okla., for the Farmers Shipping Association. Those interested should write W. D. Matthews, Southwestern Wheat Growers Association.

H. J. Allison has bought the elevator of the Afton Grain & Coal Company at Afton, Okla., from M. T. Cox. Mr. Cox will continue to do a wholesale and retail hay business.

The firm name of the Mountcastle-Merrill Company of Fort Worth, Texas, has been changed to the Merrill Grain Company. There is no change in the personnel of the firm. R. I. Merrill is still head of the concern.

A grain elevator costing \$12,000 is to be built at Amarillo, Texas, for W. S. Kenyon. He has let the contract. The elevator will be of 18,000 bushels' capacity and will be equipped with G. E.

Motors, combination wagon and truck dumps, five-bushel modern automatic scale, 10-ton Howe Dump Scale, Eureka Cleaner and hammer type mill.

The Lurton Company has been incorporated at Pensacola, Fla., to conduct several industries including that of building and operating grain elevators, etc. M. A. Lurton is president.

The Rosenbaum Bros., Inc., has been incorporated in Tennessee, dealing in grain, etc., with capital stock of \$10,000. W. D. Kyser, J. S. Allen, S. W. Overton, R. A. Mathews and Walter K. Chandler are interested.

Capitalized at \$75,000, the Brown Mill & Grain Company, Inc., has been incorporated at Attalia, Ala., and will maintain offices at Birmingham and a plant at Attalia. They have taken over the equipment of the old Brown Milling Company. O. Z. Brown is president; C. B. Forman, vice-president; and S. G. Parsons, treasurer.

MISSOURI, KANSAS AND NEBRASKA

The Fred Schooler Elevator at Jasper, Mo., has been closed.

J. J. Huebert and R. C. Friesen have bought the Farmers Elevator at Henderson, Neb.

One of the elevators at Hazelton, Kan., is to be leased and conducted by W. R. Williams.

Henry Duever is manager of the recently formed Farmers Elevator Company of Bremen, Kan.

The Robinson Milling Company is building an elevator of 200,000 bushels' capacity at Salina, Kan.

Carl Bergstrom succeeds David Train as manager of the Farmers Union Elevator at Lindsborg, Kan.

An elevator at Paxton, Neb., has been bought by W. W. Kimberly who will take possession May 1.

Ray Williams succeeds George Hunkel as manager of the Farmers Elevator Company at Holmesville, Neb.

The Gilead Grain Company of Gilead, Neb., has bought the Farmers Union Elevator. C. F. Ernst is manager.

An all steel Trapp Dump has been installed in the elevator of the Morrison Grain Company at Hill City, Kan.

A grain elevator is to be built at Eldorado Springs, Mo., for the Farmers Elevator Company. The contract has been let.

The Ryan Grain Company of McCracken has leased the elevator and mill at La Crosse, Kan., which L. A. Davis bought recently.

A grain buying business is to be conducted by the Co-operative Marketing Association of Broken Bow, Neb. John H. Caywood is manager.

The elevator of Snyder & Henderson at Effingham, Kan., has been bought by Chas. Hegarty. He is operating as the Hegarty Grain Company.

The elevator at Talmo, Kan., has been bought from the C. E. Robinson interests at Salina, by W. R. Bullen, manager of the Farmers Union Elevator.

The lumber, grain and coal business of the Nye-Schneider-Jenks Company at Clarkson, Neb., has been sold to the Crowell Lumber & Grain Company.

C. W. Holland has resigned as manager of the elevator of the Farmers Union Co-operative Association at Almena, Kan. L. J. Warner is now in charge.

The Farmers Grain & Supply Company of Burdett, Kan., is overhauling and resputing its elevator. An eight-bushel modern automatic scale and new cut belt will be installed.

A 15,000-bushel elevator is being built at Victoria, Kan., for the Hoffman Mills of Enterprise, Kan. It will be ready for operation by the time the new crop moves.

Henry Heil, Jr., Leon M. Feigenbaum and others have incorporated as the Horner Elevator & Mill Company which will operate at St. Louis, Mo. Its capital stock is \$40,000.

Storage space of 12,000 bushels is being added to the elevator of the Farmers Grain Company of Walton, Kan. An exhaust fan and a six-bushel modern automatic scale will be installed. The elevator will be covered with iron.

The elevator at Norfolk, Neb., has been leased by R. Y. Smith of the Smith Brokerage Company of Kansas City which was formerly owned by the Farmers Grain & Lumber Company. They will operate as the Norfolk Grain Corporation, and will do a merchandising business and handle feed.

The grain elevator which is being built for the Liscomb Grain & Feed Company of Springfield, Mo., adjoining the company's warehouse there, is of concrete and steel construction with capacity of 40,000 bushels. It has a head house with addition for drier, containing two units of elevating machinery, passenger elevator, 2,000-bushel hopper scale, cleaner of 1,500 bushels' capacity per hour, and Carter Disc Separators for separating oats

from wheat. The machinery installations will include a hammer mill, feed grinding machinery, cornmeal outfit, elevating machinery and other equipment.

The interest of Mr. Christiansen in the Low & Christiansen Company at Tarkio, Mo., has been bought by his partner, James B. Low. The firm will be known as the James B. Low Company.

The interest of V. D. Burkhart in the Planters Grain Company, Malden, Mo., has been sold to his partner, A. Lee Redford. He will continue to operate it under the name of the Planters Grain Company.

A 2,000-bushel leg, equipped with V shape high speed buckets, is being installed by the Farmers Co-operative Elevator & Mercantile Company of Dighton, Kan. The elevator is being resputed throughout.

To conduct a general grain and feed business, the John Kissner Feed Company has been incorporated at St. Louis, Mo., capitalized at \$15,000. John Kissner, Louis A. Kissner and Hilda A. Kissner are interested.

The Everly Grain Company was organized at Garden City, Kan., and started business in the building formerly occupied by the Dockum Elevator. The company will buy and sell all kinds of grain, feed and flour.

An addition is being built to the top of the old house of the Sawyer Equity Exchange at Sawyer, Kan. It will be ironclad equipped with a modern automatic eight-bushel scale, a 10-horsepower and a three-horsepower fully enclosed motor, two 2,000-bushel legs and two exhaust fans, one at the elevator head and one at the boot.

WESTERN

The elevator of Noah W. Hunt at Genoa, Colo., is now owned by C. H. Barber.

The Montana & Dakota Grain Company of Denton, Mont., has bought an all steel truck lift.

Strauss & Co., Inc., succeeded the Northern Grain & Warehouse Company at Judith Gap, Mont.

The Denver Elevator Company succeeds the Otis Grain Company at Otis, Colo. I. Ray is manager.

The elevator at Roy, Mont., has been bought from the S. J. Harding Estate by S. L. Dotson & Co.

The elevator of R. Teslow at Richey, Mont., has been bought by the Smith-Tyner Company of Scobey, Mont.

A warehouse is to be built for the Deary Grain Company of Deary, Idaho, next to its elevator at Latah.

The Associated Farmers Milling Company has bought the Hylton Mill and Elevator at Riverdale, Utah.

The elevator at Ollie, Mont., formerly owned by Nelson & Nelson has been moved to Glendive, Mont.

The Oregon Grain Company of Portland, Ore., has increased its capital stock from \$65,000 to \$100,000.

A building is being put up at Lancaster, Calif., by Joe Bacon in which he will house a grain and feed business.

An addition has been built to the warehouse of G. W. Ripley at Colfax, Wash., in which he will install a chop mill.

An elevator will probably be built at Schramm, (Yuma, p. o.) Colo., by the Yuma Farmers Milling & Mercantile Company.

Electric power has been installed by the Rocky Mountain Elevator Company of Belt, Mont., and a new office is being built.

The feed, grain and poultry supply business of Irwin & Co., at San Diego, Calif., has been bought by the Spreckels Company.

The Occident Elevator Company has bought the property of the Montana & Dakota Grain Company at Scobey, Mont. M. S. Dunn is agent.

The Equity Co-operative Association, Glasgow, Mont., has been bought by the International Elevator Company. F. L. Wilson is manager.

Wm. Poggensee succeeds Gus Schlimmer as manager of the Dunlay-White Company of Ruff, Wash., operating the Milwaukee Grain Elevator Company.

The Grays Harbor Flour Company's elevator at Aberdeen, Wash., has been bought by the Harold Blake Company. The new owners will remodel it.

If the crops around Danvers, Mont., prove good this year, the elevator of the Montana Wheat Growers Association at Danvers will be rebuilt this year.

The new warehouse of the Owen & Peake Feed & Grain Company at Ilwaco, Wash., has been completed and is now occupied. The building is 50x128 feet and with the second floor gives them floor space of 10,000 square feet.

A line of wheat warehouses owned by the Kerr, Gifford & Co., Inc., of Portland, Ore., at Pullman, Busby, Kritzmiller and Wheelan, Wash., has been

bought by A. E. Kelly, who for 10 years was manager of the Walla Walla Farmers Agency of Walla Walla.

The Farmers Elevator Company at Wheat Basin, Mont., has been taken over by the Powers Elevator Company of Minneapolis. C. W. Knapp is local agent.

A. R. Strayer has bought the plant of the West Ogden Milling & Elevator Company of Ogden, Utah, for \$5,750. The plant has capacity of 40 barrels flour per day.

Frederick Cleveland, Margaret Cleveland and Ben C. Russell have incorporated at Vale, Ore., as the Vale Grain & Feed Company. The firm is capitalized at \$10,000.

The interest of G. E. Gregory in the Pasco Grain & Milling Company of Pasco, Wash., has been bought by Mr. Younger of Dayton. He has assumed active control of the mill.

The warehouse and elevators of the Cottonwood Farmers Union, Grangeville, Idaho, has been sold at sheriff's sale to August von Bangen, B. Luchtefeld, A. Jansen and James Rieder.

J. Mikkelsen, M. M. Mikkelsen, S. F. Mikkelsen, J. F. Heffernan and John Camerson have incorporated as the Mikkelsen Grain Company of Portland, Ore., and Seattle, Wash. The firm is capitalized at \$25,000.

Grain and grain products are handled by the Southwest Storage Company, Inc., which has been started at San Bernardino, Calif. Asa T. Ambler, formerly with the Ambler Grain Company at Larama Park, Calif., is president.

THE DAKOTAS

A steel truck lift has been installed in Regan & Lyness' elevator at Bowdon, N. D.

An all steel truck lift has been installed by the Farmers Elevator Company of McGregor, N. D.

Motors are to be installed in the elevator of Kruger & Bosch and J. P. Scott at Linton, N. D.

The Mullaney-Kirby Elevator at Elk Point, S. D., has been bought by J. J. Mullaney of Sioux City.

The elevator of the Power Elevator Company at Windsor, N. D., which burned in March is to be rebuilt.

The elevator of the Huron Milling Company at Vayland, S. D., is to be operated by S. F. Reese of Huron.

The Star Elevator Company of Melville, N. D., and Vashti, N. D., has equipped its elevator to handle corn on the cob this fall.

J. O. Funk is succeeded as manager of the elevator of the Minnekota Elevator Company at Parshall, N. D., by H. Jacobs.

A 10-horsepower Fairbanks-Morse Engine and Fairbanks Scale have been installed by the Farmers Co-operative Elevator Company of Blaha, S. D.

The C. O. Rosengren Grain Company has been incorporated at Vienna, S. D., capitalized at \$10,000. C. O. Rosengren, S. W. Dixon and Hans Hanson are interested.

The Curran Grain Elevator at Gettysburg, S. D., has been bought by F. C. Moody who for several years has been manager of the Atlas Elevator there. He severed his connection with the Atlas firm.

ILLINOIS

The B. P. Hill Grain Company of Forreston, Ill., has installed an all steel truck lift.

T. E. Gorham is manager of the elevator of the Inland Grain Company at Douglas, Ill.

Cook & Milligan are succeeded in business at Ivesdale, Ill., by the Cook Grain Company.

An all steel truck lift has been installed by the Rivoli Grain Company of New Windsor, Ill.

The Glasford Grain Company at Glasford, Ill., is to dissolve. All debts have been liquidated.

The West Side Elevator at Arthur, Ill., has been bought from the Collins Grain Company by A. F. Davis.

The Avon Farmers Elevator Company at Avon, Ill., has equipped its elevator with an all steel truck lift.

The new addition to the local elevator at Auburn, Ill., is about completed. Machinery installation will follow.

Albert Cross has resigned his position at the elevator of the Niantic Farmers Grain Company at Niantic, Ill.

W. N. Hieronymous of Green Valley, Ill., will change his elevator power equipment from gasoline to motor power.

The corn and wheat elevator at Maunie, Ill., has been bought from the bankrupt American Hominy Company for \$5,000, by the Iglehart Bros. of Evansville, Ind.

The Horner Elevator & Mill Company of Lawrenceville, Ill., has sold its plant to W. C. McMichael and E. M. Kelly, who will operate under the firm name of Horner Elevator & Mill Company,

Inc. The new owners have been for some time in the employ of Fred G. Horner, former owner of the plant.

The capital stock of the Township Line Grain Company of East Lincoln, Ill., has been increased from \$6,000 to \$20,000.

The elevator of the De Witt County Co-operative Grain Company at Clinton, Ill., is to be re-roofed with composition roofing.

The elevator of Harrison, Ward & Co., at Kempton, Ill., has been sold to Otis J. Bear of Hicksville, Ohio. They have taken possession.

The Good Hope Co-operative Company at Good Hope, Ill., is now managed by E. J. Funk, formerly manager of an elevator at New Hampton, Iowa.

The elevator of the Armour Grain Company at Byron, Ill., has been sold to the Barker Lumber Company of Delavan, Wis. H. R. Hum will remain as manager.

W. H. Westbrook & Son of Paxton, Ill., have leased their elevator there to Watson & Westlund, who will do a custom grinding and feed manufacturing business.

The mixed feed plant of the H. I. Baldwin & Co., at Champaign, Ill., has been bought by Gid Housh of Moweaqua. He will operate as the Champaign Milling & Grain Company.

The lumber and coal sheds of the Thomasboro Farmers Grain Lumber & Coal Company at Thomasboro, Ill., will be rebuilt. They will replace the one which burned in October.

The grain and feed business of H. W. Roodhouse at White Hall, Ill., has been sold to Luther Doyle and R. E. Shaw who will operate the business as the Doyle-Shaw Grain Company.

The Gilster Milling Company of Steeleville, Ill., has awarded the contract for a new elevator of concrete construction and with capacity of 80,000 bushels. This will give the mill a total storage capacity of 120,000 bushels. The machinery equip-

OBITUARY

AHERN.—Stephen M. Ahern died at Brooklyn, N. Y. He was a wholesale feed and grain merchant and a member of the New York Produce Exchange. His widow and four sons survive him.

ANDREWS.—Edward W. Andrews died on April 24. He was a member of the Chicago Board of Trade since 1905. His son survives him.

BALL.—J. M. Ball died on March 28 at St. Joseph, Mich. He was formerly a member of the Chicago Board of Trade.

BANTEL.—George Bantel died recently. He was president of the Rochester Grain & Hay Corporation of Rochester, N. Y.

BEGG.—Joseph R. Begg died from pneumonia on May 12. He was for many years a popular trader on the Chicago Board of Trade but recently had been an active broker on the New York Stock Exchange with Block-Maloney.

BENTLEY.—General C. E. Bentley died on April 27 at La Grange, Ill. He was for years in the cash grain business in Chicago, both with Rosenbaum Bros. and on his own account.

BUNCH.—F. M. Bunch died aged 60 years at New York City. He was interested in the handling of corn and corn products during the war helped in the purchase and shipment of corn products, etc., to the Allies.

CALLAHAN.—James E. Callahan died suddenly of apoplexy at Louisville, Ky. He was vice-president of Callahan & Sons, grain merchants. His widow and four children survive him.

CLARK.—Irwin B. Clark, head of the wholesale seed firm of O. W. Clark & Son at East Seneca and Ellicott Streets, Buffalo, died early this month. He was born in Buffalo, March 30, 1861. For 50 years Mr. Clark has been engaged in the wholesale seed business. The firm was established by Hiram Adams in 1833 and is one of the oldest seed companies in the country. Orange Clark, Mr. Clark's father, entered the employ of Mr. Adams when a lad of 15 years and later was admitted to partnership. In 1881 Orange Clark took his son Irwin B. Clark into the business and since that time the concern has been known as O. W. Clark & Son. Mr. Clark is survived by his widow. He was a member of the Buffalo Club, the Buffalo Athletic Club, the Masonic lodge and the Elmira City Club.

GIBBS.—R. B. Gibbs died at Morrill, Kan., recently. He operated a grain business for years.

GILLETTE.—L. S. Gillette died at Natchez, Miss. He was well known in grain circles of Minneapolis, Minn.

GIRVIN.—Richard Donald Girvin died on April 5. He was in the grain business for years in San

Francisco, Calif., and for years was chairman of the Grain Trade Association.

GREEN.—George E. Green, a traveling salesman for George Murfin, a grain dealer of Minneapolis, died recently. He had been in the grain business for 20 years.

HALL.—E. C. Hall died on April 9 at Chicago. He was assistant general manager of Armour & Co., and had been with that firm for 35 years.

HUBBARD.—Gamaliel B. Hubbard died on April 23 at Carthage, Mo. He was a pioneer miller and grain elevator man of that city.

KOHNKE.—Edward F. Kohnke, former president of the New Orleans Board of Trade, died aged 76 years at New Orleans, La. He had been in the flour brokerage and jobbing business. He was a former president of the New Orleans Board of Trade.

MADDIN.—J. C. Maddin died on April 7 at Paxton, Ill. He was manager of the Paxton Farmers Grain Company.

MEYER.—Nicholas Meyer died on April 2 from heart failure. He was a seed dealer of Green Bay, Wis., and retired from active business in 1900.

MILMINE.—Charles Edward Milmine died suddenly from pneumonia on April 27. He was of the well known grain firm of Milmine, Bodman & Co., of New York City. The firm in which he was interested was established in 1884 and continued until 1917 when Mr. Bodman died and the partnership was liquidated but carried on as a corporation of which Mr. Bodman's son was president.

MINTOSH.—William George McIntosh of Temple & McIntosh, feed dealers of Corning, N. Y., died after a short illness. He had been in the feed business for 21 years. His three sons and one daughter survive him.

PRIEST.—William Francis Priest died recently at Somerville, Mass. He was for years with C. F. & G. W. Eddy, grain exporters.

QUINLIVAN.—James F. Quinlivan died from heart trouble after two months' illness at St. Louis. He was president of the James F. Quinlivan & Bro. Feed Company of St. Louis.

RUSHING.—J. J. Rushing died recently at Center, Texas, aged 61 years. He was for many years manager of the Center Grain & Grocery Company of that place.

STOCKDALE.—A. F. Stockdale died recently at Estherville, Iowa. He was survived by his widow and one son.

WILSON.—Reuben Clarke Wilson, a retired elevator man, died recently aged 73 years at Buffalo. His three sons survive him.

HAY, STRAW AND FEED

AN INDUCEMENT TO SIGN UP

Announcement has been made by Secretary D. Clifford Jones, of the New York State Hay & Grain Dealers Association that those who join the association will have their membership credited to July 1, 1925. The dues are \$5, application blank may be secured from the secretary and members should make every effort to secure new enrollments.

MISSOURI FEED MUST BE TAGGED

All feed sold in Missouri, whether by the local miller or mixer of livestock or poultry feeds, must be registered as to brand of name and tagged according to law. This ruling was recently announced by Secretary Jewell Mayes of the Missouri State Board of Agriculture and applies to the miller or mixer who sells only from his own door or place of business, as well. It has been issued in order to clear up many local misinterpretations of the Missouri Feedingstuffs Act which is administered by the Board.

TO GIVE HAY GROWERS AID

An agricultural credit corporation with a capital stock of \$10,000 is to provide financial aid to members of the Northwest Hay Growers Association for the 1924 season, says L. A. Hunt, manager. Arrangements will be made for a loan of \$100,000 through the Spokane Intermediate Credit Bank by making a deposit of \$10,000. A heavy carryover caused by a lack of demand for Alfalfa due to an open winter and some over-production on the part of the pool members has brought about the present financial difficulties to the growers.

JAPAN CLOVER GAINING IN KENTUCKY

Kentucky farmers in the Blue Grass region are sowing 10 times as much Lespedeza or Japan Clover this year as they have ever done before. Ralph Kenney, crop specialist of the Kentucky College of Agriculture, says that Lespedeza will double the amount of pasture obtained from a field and the original cost of sowing is very low. It can be grown on poor soils, does not require inoculation or lime, and is perhaps the only plant that can be sown on old poor pasture without any working of the soil or covering of the seed.

ALFALFA MEAL FOR CALIFORNIA

A quarantine has been held for six or seven years by the State of California against Alfalfa from Utah, in order to check the spread of the Alfalfa weevil. Recently a conference was held by officials of California, Utah and the Government at Salt Lake City, Utah, to find some way by which Alfalfa might be shipped into California from Utah. It was suggested, and it is probable that the suggestion will be carried out, that Alfalfa meal could be shipped in; for the grinding of the hay into meal would eliminate the danger of transporting the disease.

OLD CROP CLOVER ALMOST GONE

Between 80 and 85 per cent of the old crop Clover hay is gone says a recent Government report. In view of this condition it is expected that with the present demand, the supply will be practically exhausted by the time the new crop is available. About 10 per cent less Alfalfa and Prairie hay had been marketed to March 15 as compared with the corresponding period last year. Alfalfa producing states indicate that about 75 per cent of the marketable surplus had been marketed, compared with 85 per cent for the same states and the same period last year. Since the 1923 crop was about the same as the 1922 crop, there appears to be a larger quantity of Alfalfa available for market than the same time a year ago.

KANSAS CITY HAY MARKET

BY B. S. BROWN

The Fitzgerald Hay Company reports that receipts of all kinds of hay have been rather light this week. Some attribute this to the farmers being busy with spring work and not taking the time to load out what surplus hay they may have on hand.

It is the general opinion that practically all the Alfalfa has been moved tributary to this market and that the demand is looking forward to the new crop of Alfalfa, which with favorable conditions will be ready to market the last of this month.

There will be quite a little Prairie hay left in the country and, with the limited demand at the present time, indications are that the Prairie mar-

ket will probably rule lower during the balance of the season.

There is a steady demand for good Timothy and the old crop is pretty well cleaned up. Receipts on the market on May 8, were 31 cars of Prairie hay, 21 cars of Alfalfa, five cars of Timothy and one car of Clover Mixed. The Alfalfa and Timothy markets closed steadily on changed quotations, while Prairie was 50 cents lower. The upper and medium grades were steady at the decline and the low grades of Prairie were slow and dull.

WHY ALFALFA IS INCREASING

The most outstanding change in the general field crop practice in Ontario in recent years has been the increase in the acreage of Alfalfa says the Dominion Experimental Farms. From 1917 to 1922 the acreage of this crop has increased from 52,000 to 221,000 acres. In Michigan the acreage is now four times what it was four years ago, while in other states a very marked increase has also taken place. The reason for this change to Alfalfa is that more success is now being secured in its growing than was formerly the case and that, where successful, its yield has far exceeded that of other hay crops.

NEW STRAIN OF SWEET CLOVER

Neil C. Parker of Creston, Mont., has developed a new strain of Sweet Clover, of true Hubam type, but biennial, which promises to become an important forage crop. The second generation has produced plants all true to type. In speaking of this new plant, Mr. Parker says, "It is three to five feet high and has a well defined crown, showing its biennial tendency. It is a good seeder averaging over 1,200 pounds per acre. This strain of Sweet Clover should be useful in any place where the common biennial varieties are used. It should be especially useful in semi-arid regions where Sweet Clover is apt to fail for lack of moisture."

CLOVER SUFFERS DECLINE

Clover has suffered a considerable decline in production of late years and the Department of Agriculture considers this fact of sufficient importance to issue a bulletin covering the subject. The bulletin, No. 1365, says that causes of Clover failure are to be sought in improper soil conditions, in diseases, in the use of non-adapted seed or in improper methods of seeding, and in the use of harmful nurse crops. Improper soil conditions result from constant cultivation and the consequent loss of lime, phosphates, potash and organic matter, making the soil unsuited to the growth of Clover. In some cases, Clover failure is due to diseases, and then a disease-resistant variety must be used if available or some other legume substituted for Red Clover. Alsike Clover, hairy vetch or annual summer legumes, such as soy beans, should be used when for any reason land that needs lime can not be economically limed.

SWEET CLOVER GAINS IN WISCONSIN

Wisconsin farmers are coming to recognize the virtues of Sweet Clover as a hay, and this year will see several thousand acres of land planted to this legume in that state.

In commenting on the Sweet Clover situation in Wisconsin, H. W. Albertz, of the agronomy department of the University of Wisconsin, said:

"Sweet Clover is a biennial very much like common Red Clover and is very easily subdued when followed by a cultivated crop like corn. Sweet Clover is grown more extensively as a green manure and pasture crop. When soil is not too heavy so that it can be plowed in spring for corn, Sweet Clover should be seeded in the spring of the previous year, with oats or barley as a nurse crop. Apply manure the following winter when there is no snow on the ground or preferably in spring as soon as possible after the frost is out of the ground. The young Sweet Clover plants will make very rank growth by the 10th of May and when plowed under will add a large amount of humus to the soil."

HAY SITUATION CHANGED

The Samuel Walton Company of Pittsburgh, Pa., on May 9, said: There has been a decided change in the hay situation. Receipts have been heavy, with lower prices prevailing on all grades of hay. The demand for Clover and heavy Clover Mixed hay is practically over, and it is now requiring considerable effort to effect sale. Good Timothy hay can be disposed of promptly at quotations be-

low, although the demand for this hay is not urgent.

Receipts of straw have increased, with the demand not so urgent, and prices not quite so firm. Receipts of packing hay continue light with somewhat better demand. However, only the best grade is receiving consideration.

Receipts of oats still continue light however, the demand is equally as light with prices about steady.

Receipts of shelled corn continue light; however, apparently sufficient arriving to meet the light demand. Buyers giving preference to No. 2 yellow kiln-dried corn. Receipts of ear corn are somewhat lighter, with a good demand prevailing for thoroughly sound, assorted, clean yellow ear corn. Lower grades are not wanted at any price.

MAINE TO INSPECT HAY

Arrangements have been made by Maine for the instituting of a State-Federal inspection of hay similar to that in effect at Wisconsin. An inspector is being trained at the Hay Standardization Laboratory at Washington, D. C., who will work principally with the Maine Hay Growers Exchange, a co-operative organization recently formed in the southwestern part of the state. The exchange has secured a warehouse and the necessary railroad transit privileges at Cumberland Center, near Portland, where members' hay can be stopped off for grading enroute from shipping points to final destination. Other inspectors will be added later on to grade the hay crop in other parts of the state.

MINIMUM RATE FOR BALED ALFALFA

The question of an equitable minimum rate for shipments of Alfalfa from points in New Mexico to Texas and Louisiana received attention in a report by Examiner Henry C. Keene, in State Corporation Commission vs. Atchison, Topeka & Santa Fe, et al. In his report on No. 14708, the examiner said the existing minimum should be found unreasonable and unduly prejudicial to shippers in New Mexico, as compared to the minimum in effect between points in Texas. Keene recommended a minimum of 17,500 for cars under 36 feet and corresponding changes in the case of larger cars. The Texas Commission was represented at the hearing and asked an opportunity to confer with the Commission regarding minima if the findings should necessitate increases in the Texas intrastate minima on Alfalfa.

The examiner has recommended lower minimum than now maintained from New Mexico, chiefly by the Santa Fe, and has advocated a higher minimum than is now applicable in Texas.

FEEDING FOR MAXIMUM PRODUCTION

A pertinent question was asked recently by B. J. Rosenquest, a well known Minnesota cow tester, in *Hoard's Dairyman*; "Isn't it poor economy to pay interest and taxes and care for a cow 365 days and then fail to feed enough for maximum production?" Mr. Rosenquest pointed out that a cow must be fed for maintenance and whatever she receives above this amount goes for production according to her ability to produce. The cost of maintenance is about the same whether or not she receives enough for production.

During the month of February three herds in the Wabasha-Olmsted association received no oil meal whatever and one herd received no grain with the exception of some small corn nubbins in the fodder fed. The three highest producing herds were liberally fed rations including home grown feeds, bran, dairy feed, or oil meal. The following are the results:

	Ave. fat Lbs.	Ave. feed cost	Ave. gain Lbs.
3 herds liberally fed.....	37.1	\$7.78	12.62
3 herds no oil meal.....	22.5	5.25	7.12
1 herd, no grain.....	17.7	4.25	4.48

The three herds liberally fed averaged a gain of \$5.50 over the three herds receiving no oil meal and \$7.14 more than the herd receiving no grain whatsoever. The herd receiving no grain was the lowest producing herd in the association.

Good breeding and good feeding are both essential to dairy success. One without the other spells failure. It is evident, however, that a number of cows have the ability for a much higher production, but fail because of poor feeding.

NEW YORK HAY MARKET HIGHER

BY C. K. TRAFTON

Speaking in a broad sense the members of the hay trade were much surprised and gratified by the radical change in temper, narrowness and depression being succeeded by conspicuous buoyancy. Needless to say many distributors or consumers who were unfortunate enough to have only meagre stocks were decidedly dissatisfied because of the great scarcity of superior grades and the resultant sharp advance in cost.

There had been a long period of quietude when the fluctuations and prices were unprecedently circumscribed. It must be admitted that the upturn was not generally attributed to any material enlargement in the demand but was traceable to

a great extent to the unexpectedly limited receipts and notably of choice Timothy and light Clover Mixed. This scarcity was particularly noticeable in Brooklyn markets as an exceedingly large percentage of the prime descriptions received came via the N. Y. Central. Buyers in Brooklyn found it necessary in some cases to pay approximately \$1 a ton premium over Manhattan quotations to secure particularly desirable lots; Timothy in large bales had sold in Manhattan at \$31 while similar grades were selling in Brooklyn at \$32.

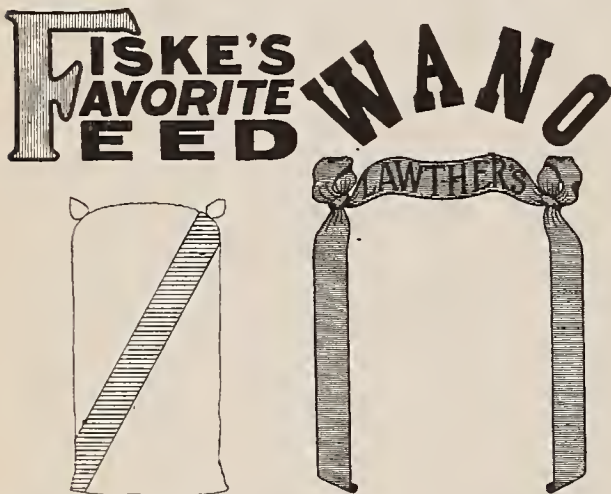
As these prices did not seem sufficiently high to attract appreciably bigger shipment from the interior, buyers found it increasingly difficult to obtain ample supplies and therefore sales of No. 1 Timothy were reported later at \$34 in Manhattan with an occasional fancy car going as high as \$35 in Brooklyn. A good many conservative members of the trade were free to acknowledge that they did not consider it good policy to use \$35 as a general quotation because it seemed extreme or somewhat artificial. Doubtless this view was partly based on the fact that larger quantities had been coming in via river boats and while the grading was by no means high—as generally the case with boats—there was a sufficient quantity of good or medium grades—No. 3 or fair No. 2 to satisfy ordinary trade requirements at least as far as Manhattan was concerned. It must be born in mind that the comparative scarcity lately was partly the result of comparatively large feeding throughout the interior as a result of the phenomenal cold and storm weather for so late in the season.

Despite the facts described numerous conservative dealers aver they are convinced that prices will begin to show a downward drift ere long but especially as harvest time grows near as it is realized that the weather thus far this spring has been uncommonly excellent for meadows, etc.

Toward the close offerings were slightly bigger and with less demand a small reaction ensued, but more especially on poor grades.

NEW FEED BRANDS

"WANO" mixed feed, cottonseed meal, cottonseed cake and cottonseed hulls. The Otis Gin & Warehouse Company, Carlsbad and Loving, N. M.



Filed February 29, 1924. Serial No. 193,063. Published April 15, 1924.

Middlings, dairy feed, wheat flour, mixed feed, mill and stock feed. Charleston Milling & Produce Company, Charleston, W. Va. Filed February 28, 1924. Serial No. 192,960. Published April 29, 1924.

"LAWTHER'S" chick scratch, grain, buttermilk starter, hen scratch grain, egg laying mash, chicken fattener, growing mash for chickens, growing grain for chickens, pigeon feed, horse and mule feed, steer fattener, pig feed and cow feed. William J. Lawther, doing business as W. J. Lawther Mills, Dallas, Texas. Filed February 8, 1924. Serial No. 192,026. Published May 6, 1924.

"FISKE'S FAVORITE FEED" dairy feed. Quisenberry Feed Manufacturing Company, Kansas City, Mo. Filed July 9, 1923. Serial No. 182,995. Published May 6, 1924.

Trademarks Registered

182,758. Poultry feed. Eagle Roller Mill Company, New Ulm, Minn. Filed November 8, 1923. Serial No. 188,111. Published February 5, 1924. Registered April 15, 1924.

183,103. Chicken and poultry feed, viz., scratch food, chicken food, and laying mash. Taylor Bros., Camden, N. J. Filed April 20, 1923. Serial No. 179,439. Published February 12, 1924. Registered April 15, 1924.

183,142. Cattle feed. Embury E. Anderson, Memphis, Tenn. Filed August 13, 1923. Serial No. 184,375. Published February 12, 1924. Registered April 15, 1924.

183,589. Horse, cattle and poultry feeds and grains. Flory Milling Company, Bangor, Pa. Filed October 11, 1923. Serial No. 186,834. Published February 26, 1924. Registered May 6, 1924.

183,405. Whole wheat flour, buckwheat flour, rye flour, Graham flour, cornmeal, laying mash, scratch

feed, hog feed and bread. Winchell Smith, Farmington, Conn. Filed April 18, 1923. Serial No. 179,336. Published February 12, 1924. Registered April 29, 1924.

A feed business is to be opened at Cherryvale, Kan., by L. T. Jackson.

The feed plant of Burton & Allen at La Fayette, Ala., is being remodeled.

W. H. Herrold has bought the feed business of H. H. Johnson at Aurora, Neb.

A feed house, ironclad, is to be built at Waxahachie, Texas, for D. H. Thompson.

Walter S. Ham is to open a feed business at Fayetteville, Ark., with an investment of \$10,000.

A branch feed plant has been opened at Norwich, N. Y. for the J. L. Ricker Company of New Berlin, N. Y.

The Uban Bros. of Valparaiso, Ind., have bought the feed mill of Henry Jensen at Redwood Falls, Minn.

The Fisher Feed & Coal Company of Newcastle, Pa., has filed a petition for the dissolution of its charter.

The Seneca Company of Tiffin, Ohio, feed manufacturer, has sold its property and gone out of business.

The name of the Purity Feed Company of El Paso, Texas, has been changed to the Purity Fuel & Feed Company.

New machinery is being installed in the chop mill of the Prescott Feed & Fuel Company of Prescott, Wash.

The Harrington-Palmer Company has bought the business of the Ryan Bros., feed and flour dealers of Jamesville, N. Y.

The Dawn Feed & Seed Company of Arcadia, Calif., has been taken over by the Arcadia Feed & Seed Store Company.

Rogers & West, who conducted a feed business at Lowell, Mich., have sold out to F. P. MacFarlane who will conduct the business.

Abram Hostetler, John F. Brumbaugh, James J. Weaver have incorporated at Johnstown, Pa., as the Farmers Feed & Lumber Company. The company will manufacture flour and feed.

The Miesenhelder Bros., recently organized at Palestine, Ill., to deal in feed, etc., has places of business at Palestine, Ill., Sullivan, Ind., Robinson,

Ill., and Oblong, Ill. They are building a warehouse at Sullivan, with capacity of six cars of flour and feed.

E. J. Schoephorster has sold his interest in the Banner Mill & Feed Company at Prairie du Sac, Wis., to Herman Zeitler.

A new feed grinding machine operated by two 20-horsepower motors have been installed by Gilchrist & Moore of Burlington, Iowa.

A mixed car feed plant has been opened at Norwich, N. Y., by the J. L. Ricker Company which has a feed business at New Berlin, N. Y.

A new dairy and poultry feed plant is being erected at Yakima, Wash., for the Miller Flour Mills Company of which J. G. Miller is president.

George C., William V., and Harold E. Vansicle and Martin L. McDaniel have incorporated at Lawrence, Ind., as the Lawrence Feed & Fuel Company. Its capital stock is \$10,000.

A mixed feed plant with daily output of 50,000 bushels is to be built at Cuero, Texas, for the Cuero Mill & Feed Company which has been organized there, capitalized at \$15,000.

The Kelso Feed Company has sold its business and location at Kelso, Wash., through H. Jaspersen to R. A. Henriot of Centralia, who will operate as the Kelso Feed & Fuel Company.

Articles of incorporation have been filed by the H. J. Venus Flour & Feed Company of Muskogee, Okla., capitalized at \$25,000. H. J. Venus, Leona C. Venus and R. F. Coll are interested.

A new feed, flour and produce warehouse and four grain tanks have been opened for the Algoma Farmers Co-operative Company of Algoma, Wis., replacing the building which burned.

The interest of O. B. Wright in O. B. Wright & Co., feed and grocery dealers at Magnolia, Ark., has been sold to A. Rowe. J. K. Zachry bought an interest and the firm name will be Rowe & Zachry's Feed Store.

To deal in feed and cereals, the Lehi Cereal Company has been incorporated at Lehi, Utah. The capital stock amounts to \$35,000. J. F. Bradshaw is president, and B. B. Bradshaw, secretary and treasurer of the firm.

To deal in hay, straw, feed, grain, etc., the Herschman's Feed Store, Inc., has been incorporated at Brooklyn, N. Y. The capital stock of the firm is \$5,000. Harold Herschman and R. Herschman and H. Baratz are interested.

FIRES—CASUALTIES

Marietta, Minn.—Fire destroyed the Kjar & Williams' Elevator.

Harriette, Mich.—The J. M. Southwick Feed Store was damaged by fire.

Plainview, Ill.—Fire destroyed the Co-operative Elevator at this place.

Soperton, Ga.—The feed store of J. J. Frost was destroyed by fire on March 17.

Hallsville, Ill.—The elevator of J. S. Bartley was destroyed with a loss of \$50,000.

Custer, Okla.—On April 16 the elevator of the Wheeler Grain Company was burned.

Strasburg, N. D.—Fire destroyed the Adam Kraft's elevator with 3,000 bushels grain.

Palmer, Sask.—The Warner Elevator and 1,500 bushels wheat burned with a loss of \$12,000.

Nashville, Tenn.—Fire damaged, to the extent of \$20,000, the feed plant of the W. R. Tate Company.

Standish, Mich.—Fire destroyed the elevator near here, owned by the Cass Bean & Grain Company.

Port Arthur, Ont.—The transformer room of the Gillespie Elevator was damaged by fire on May 1.

Talbot, Ind.—A small loss was sustained on the detached corn crib of the Farmers Grain Company here.

Swift (Cascade p. o.), Mont.—The elevator of the State Elevator Company was slightly damaged by fire.

Plymouth, Mich.—Fire destroyed with a loss of \$50,000, the warehouse of the Plymouth Elevator Company.

Orienta, Okla.—The elevator of the Cox Henry Grain Company was slightly damaged by fire on March 28.

Newton, Mass.—Fire damaged to the extent of \$15,000, the grain and hay warehouse of C. H. Spring & Co.

Ansonia, Conn.—Fire on April 7 damaged the property of the Ansonia Flour & Grain Company of this place.

Armstrong, Wash.—Fire destroyed the warehouse of the Pacific Coast Elevator Company with a

loss of \$36,000. The firm is a subsidiary of the Portland Flour Mills Company. The warehouse will be rebuilt.

Carlinville, Ill.—The elevator of the Farmers Co-operative Grain Company was burned with a loss totalling \$20,000.

Pawhuska, Okla.—The elevator of the Harris Grain & Produce Company at this place was partially destroyed by fire.

Mustang, Okla.—Fire on March 17 destroyed the Mustang Farmers Grain Company's elevator. The fire was of unknown origin.

Hackensack, N. J.—Fire damaged to the extent of \$250,000, the offices and plants of Holley & Smith, grain, hay and coal dealers.

Custer City, Okla.—Fire destroyed on April 16 the elevator of the Wheeler Grain Company. The cause of the fire is unknown.

Havelock, N. D.—The grain elevator formerly owned by the Havelock Equity Exchange and later by Christ Wolf burned recently.

St. Louis, Mo.—Fire destroyed the building occupied by the Ovo Mill Corporation with a loss on products and building of \$100,000.

Rock Hill, S. C.—Fire of unknown origin destroyed the plant of the Standard Milling Company, feed manufacturers, on April 23.

Taylor, N. D.—A small loss was caused by fire of unknown origin in House No. 2 owned by the Occident Elevator Company on April 21.

Sandborn, Ind.—Fire destroyed the Wabash Grain Elevator on March 19, with a loss of \$20,000. Roy Clodfelter was owner of the property.

North St. Louis, Mo.—Fire destroyed the warehouse of the Mississippi Valley Elevator & Grain Company. The loss amounted to \$25,000.

Vernon, Texas.—Fire starting in the basement of the Sewell Grain & Fuel Company caused considerable damage to the machinery on April 26.

Comertown, Mont.—On April 2, fire, believed to have started by oil ignition from a hot box, destroyed the plant of the Farmers Co-operative Elevator Company. Included in the loss were 3,000

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bushels wheat, 700 bushels flaxseed and some rye. The plant and contents were covered by insurance.

Delaware, N. D.—The elevator of the Great Western Elevator Company burned. Very little grain was destroyed. The loss is practically covered by insurance.

Maplewood (mail Danville), Ind.—A gasoline engine in the plant of W. H. Aiman, receiver for Reep & White Elevator, caused a loss of about \$8,000 on April 19.

Elrod, S. D.—Fire on April 14 destroyed the elevator of the Elrod Farmers Elevator Company, communicating to the W. I. Thompson Elevator and coal shed.

Kansas City, Mo.—The old Rock Island Grain Elevator operated by the Davidson Mill & Elevator Company burned with a loss of about \$65,000 on building and contents; the insurance was \$30,000. Fire is believed to have started from electric spark from a motor. About 60,000 bushels of grain were

burned. The elevator was built 35 years ago and was of the old style crib construction, covered with corrugated iron sheeting.

Souris, Man.—The elevator here leased up to a few years ago by the United Grain Growers, Ltd., burned on April 18. The elevator was not in operation at the time of the fire.

Wendell, Idaho.—The Alfalfa meal mill at the Lincoln Farmers near here burned with a loss of between \$20,000 and \$30,000. A short circuit in the motor was cited as cause of the fire.

Delabole (Pen Argyl, p. o.), Pa.—On May 1 a fire of unknown origin caused an estimated loss of \$10,000 in the elevator, warehouse and mill buildings owned by the Staffett Milling Company, Inc.

Cairo, Ill.—Fire on April 16 destroyed the historic Cairo Elevator which was built in 1882 and owned by the Illinois Central Railroad. It cost \$1,000,000 at the time it was built. It was being razed at the time of its destruction.

for sale in Wisconsin since the law went into effect, and this alone more than warrants the expenditures which the laboratory necessitates.

WESTERN SEED DEALERS MEET

An interesting discussion was held at the semi-annual meeting of the Western Seed Dealers Association at Omaha, Neb., on April 19, concerning the seed corn situation in big corn producing states—Nebraska, Iowa, and Illinois. T. Robinson in the course of the discussion pointed out that corn showing 15 per cent to 18 per cent moisture during zero weather as a rule showed very deficient germination. Subsequently he was appointed chairman of a committee to bring this condition to the attention of the proper authorities in the states so that a sufficient warning to the farmer would be given, to avoid big losses in production.

The following officers were re-elected: Fred Mangelsdorf, president; Carl Chesmore, vice-president; H. Windheim, treasurer; Max Wilhelmi, secretary.

NEW YORK SEEDS TRADE REPORTS "SPOTTY" MONTH

BY C. K. TRAFTON

As was the case during the preceding month, trade in seeds in the New York market has been decidedly "spotty" during the period under review, and for the same reason, namely, the extremely variable weather. At various times climatic conditions were more spring-like, and as a consequence distributors generally reported a more active and general demand for practically all varieties. At other times the temperature has been abnormally low, serving to hamper trade to a marked degree. On such occasions a slightly easier tendency was noticeable in some quarters as certain holders became more eager to make sales. In the main, however, the undertone has been firm and latest quotations from trustworthy dealers are generally the same as they were a month ago, and in some cases slightly higher. White Clover was the only exceptions, showing a loss of about one cent.

Red Clover was somewhat uninteresting early in the month, but later on was generally reported as the most active item on the list, being in good demand from practically all quarters. As arrivals were moderate at best and liberal shipments were made on old orders, the available supply remained small and in some instances holders were inclined to raise prices about one cent, or to 20½@21½ cents f.o.b. Latterly the demand has been less active and prices have receded to the levels ruling a month ago. Arrivals during the month were about 7,305 bags, compared with 6,290 in March. Owing to the lateness of the season advices from abroad attracted little attention. Still, a little speculative buying for summer trade was reported on offers from France at 15½ cents c.i.f.

Alfalfa was the strongest item on the list, gaining 2 cents during the month, the latest quotation for spot Argentine seed being 22@23 cents duty paid. This was not surprising as spot stocks were further reduced by additional shipments on old orders and arrivals from Europe of only 1,090 bags, and none from Argentina. At the same time a good general demand was reported from all quarters and the fact that some of the orders came from the Southwest created the impression that domestic supplies were being well cleaned up. News from Argentina continued bullish, further allusion being made to generally spotted and poor seed. Although a few small offers were reported at 16 cents c.i.f., holders generally were predicting higher prices and not pressing sales even at 16½@17 cents c.i.f. Hence buyers here showed more interest in French seed and as much as 16@17 cents c.i.f. was paid for choice seed, although poorer quality was secured at 14@15 cents. Italian seed was offered at 13 cents c.i.f. without attracting interest. Some South African shippers stated that they were not ready to make offers, although a few named 15½ cents c.i.f.

Crimson Clover has gained about a half-cent, as demand was fairly good and there were no arrivals. After small sales at 8¼ cents, spot seed was generally quoted at 8½@9 cents. French offers were reported at 7¼ cents c.i.f. without leading to business.

White Clover was in somewhat better demand early in the month and with arrivals only 70 bags the market was firm at 48@50 cents. Later demand subsided and prices declined one cent. European offers were reported at 38@40 cents c.i.f.

Spring Vetch continued to move in a routine way at 2¾ cents c.i.f. for 15-ton minimum lots. Smaller lots were offered early at 2.60@2.65 cents, but later were secured at 2.55 cents. Hairy Vetch was dull and largely nominal at 10 cents on spot and 7½ cents c.i.f. for shipment from Germany. Arrivals of both kinds totalled 860 bags, against 570 in March.

Argentine Red corn was generally in good demand and with stocks light holders were firm at 2.85 cents. Fair sales were made in new crop corn for shipment at 2.10@2.15 cents c.i.f.

Rye Grass was in good demand early in the

FIELD SEEDS

SOUTHERN SEEDMEN TO MEET

The committee on arrangements for the annual convention of the Southern Seedsmen's Association which will be held at Atlanta, Ga., on June 12, 13 and 14, has planned an exceptionally good program and unusual entertainment features. From all indications the attendance will be large.

RATES ON SORGHUM AND SUDAN SEED

In Docket 12653, Mangelsdorf Seed Company vs. Santa Fe, the I. C. C. has held unreasonable rates on sorghum and sudan seed from Texas points to Kansas City, Atchison and Lawrence, Kan., and points beyond, in central and southern territories, to the extent they exceed rates on wheat. The wheat basis of rates is to be put into effect not later than May 31, and reparation is to be made on that basis.

REJECT FREE SEEDS APPROPRIATION

After a lively and heated debate, the House of Representatives has rejected the proposed appropriation of \$300,000 for the distribution of Congressional free seeds. The question has always been a political foot ball, the House consistently voting for it every year and the Senate voting against it. Consequently it was used as a trading issue. This year the House changed its position and voted it down.

PURE SEED USERS ORGANIZE

Wisconsin farmers have been the leaders for a number of years in the campaign to increase the use of pedigreed seeds, and at the recent Kaukauna Midwinter Fair, a group of farmers in that locality organized themselves into a seed grain growers association. Every member of the association is a user of pedigreed seeds for grains and farmers joining the association must necessarily favor the pure seed grain movement.

M. Ryan of Buchanan is president of the organization; Charles Appleton, Kaukauna, vice-president, and Robert A. Amundson, secretary-treasurer.

OHIO TO PUSH SALE OF CERTIFIED SEEDS

Plans are under consideration by the Ohio Seed Improvement Association to develop new sales channels for Ohio grown certified wheat, oats, soy beans and corn seed. The Association at a recent meeting decided to charge in addition to the \$6 field inspection fee, a membership tax of \$5. This practically doubles the fees charged last year. Experts from the Farms Crop Department of Ohio State University will continue to act as judges.

POOR SEED IS POOR ECONOMY

The farmer who attempts to cut down his expenses by purchasing poor seed is always the loser in the long run, says Dr. H. L. Walster, agronomist at the North Dakota Agricultural College in Extension Circular No. 60, "Culling Seed Corn." This is particularly true of seed corn.

"Good seed corn is initial insurance of a good stand of healthy, vigorous plants which have a reasonable chance to produce a good weight of fodder and well filled ears on every stalk. Poor seed corn is expensive at any price. Good seed corn is usually worth more than the prices commonly asked for it. Even at \$5 a bushel, seed will cost less than 75 cents an acre. While it is to be hoped that good seed corn can be had for less than \$5 a bushel, any grower will find that if the use of poor seed reduces his yield even as much as 5 per cent, it would have paid him to have planted better seed. If seed corn has been saved on the farm, test each ear for germination,

but cast out all suspicious looking ears before running the germination test."

This circular can be obtained free of charge by writing to the Publications Department at the Agricultural College.

THE WISCONSIN SEED LABORATORY

When the Wisconsin Seed Inspection Law was passed in 1909, the legislators failed to provide the laboratory with any appropriation other than requiring a 25 cent fee for each test made there. As it cost more than this to make the test, the laboratory was handicapped and could not send out traveling inspectors to take samples from the seed stocks of the dealers to see that they followed the requirements of the law in the seed they sold.

But in 1913 the legislature remedied this condition somewhat by appropriating \$3,000 per year, giving the laboratory the opportunity to employ one traveling inspector.

In 1915 the State Department of Agriculture was created and all the activities at that time



WISCONSIN SEED LABORATORY DURING BUSY PERIOD

controlled by the Experiment Station, including the seed inspection department, were transferred to the new department.

However, the seed laboratory remained in the Agronomy Building at the Experiment Station. The laboratory was well equipped and, under the direction of A. L. Stone, who has been state seed inspector since the inception of the law, had grown into quite an institution. It is probable that it will remain here for many years to come.

Mr. Stone has inaugurated one rather unusual feature in his laboratory. He gives a course in seed and weed control in the first semester of the university year and the students who take this course become sufficiently well trained in the identification of seeds so that by the opening of the seed selling season, they need only to learn the laboratory technique of making analyses to be able to assist in making the purity tests of all seed samples coming into the laboratory.

The young men, some of whom are shown in the accompanying illustration, work in the laboratory during their free hours, and become so thoroughly familiar with seed testing methods through their work in the Wisconsin laboratory that they have been well equipped to run seed laboratories as full fledged analysts.

The laboratory now receives an annual appropriation of \$7,500, and in addition the fees that amount to between \$600 and \$800 annually, varying with the number of samples sent in. One inspector is kept on the road all the time during the seed selling season, and two others do part time work.

Mr. Stone reports that there has been considerable improvement in the character of seeds offered

month, especially on spot, Perennial selling at 12 cents and Pacey's at 13½ cents. Early in the month shippers offered Perennial at 9 cents c.i.f. and Pacey's at 9½ cents. Later demand improved and sales were made at 9.60 cents and 10 cents respectively. Arrivals were only 150 bags, against 930 in March. No interest was shown in offerings from Argentina at 6½@7 cents c.i.f.

IMPORTS OF FORAGE PLANT SEEDS

The Seed Laboratory of the Bureau of Plant Industry reports the following imports of forage plant seeds permitted entry into the United States under the Seed Importation Act:

Kind of Seed	April, 1924, Pounds	April 30, 1924, to July 1, '23, Pounds
Alfalfa	*513,500	11,295,400
Canada bluegrass	64,200	797,200
Alsike clover	1,192,000	10,779,200
Crimson clover	†333,200	7,277,100
Red clover	‡1,664,200	24,485,400
White clover	5,650	1,317,000
Clover mixtures		74,000
Meadow fescue		300
Agrostis mixtures		
Grass mixtures		100
Broom-corn millet	3,200	564,100
Foxtail millet	12,600	170,400
Orchard grass	1,100	582,300
Rape	\$277,800	6,126,700
Redtop		100
English ryegrass	82,600	1,826,700
Italian ryegrass	79,700	1,011,300
Hairy vetch	65,000	2,748,700
Spring vetch	66,400	730,300

* 240,100 pounds from Canada; 196,900 pounds from France; 33,100 pounds from Argentina; 22,000 pounds from Italy; 21,400 pounds from England.

† 196,200 pounds from Hungary; 187,000 pounds from France.

‡ 1,268,500 pounds from France; 244,600 pounds from England (184,600 pounds of Chilean origin); 71,000 pounds from Canada; 58,100 pounds from Chile; 22,000 pounds from Italy.

§ 149,300 pounds from Holland; 128,500 pounds from France.

The Seed Laboratory of the Bureau of Plant Industry reports the following imports of forage plant seeds not subject to the Seed Importation Act:

Kind of Seed	April, 1924, Pounds	April 30, 1924, to July 1, '23, Pounds
Bentgrass	3,300	330,000
Biennial white-flowered sweet clover	887,300	3,939,600
Biennial yellow-flowered sweet clover	10,200	221,800
Bur clover		4,700
Crested dog's-tail		83,100
Chewings fescue	36,900	989,700
Other fescues	700	449,800
Meadow foxtail	200	10,500
Rescue grass		1,500
Rhodes grass	4,200	15,700
Rough-stalked meadow grass	5,500	32,100
Sainfoin	700	700
Sweet vernal grass		1,600
Annual sweet vernal grass	1,100	6,500
Tall oat grass		300
Tall paspalum		4,400
Velvet grass	200	19,600
Wood meadow grass	2,200	15,500
Yarrow		700

SEEDS ACTIVE AT KANSAS CITY

BY B. S. BROWN

Business has been very good the last month in all lines of seeds in spite of the continued cool weather. In spite of the fact that the spring has been very cool, and late in arriving yet it has been a good spring for growing things, as there have been no sudden fits of extremely hot weather and then cold. With a little warm weather the next few weeks will work wonders.

A. B. Calkins of the Harnden Seed Company reports that they have found business very good with the season strong and steady in all lines. The season is practically over in Timothy and Alfalfa, but it was extremely good with an unusual demand for Red Clover and Alsike. Prices ran about the same as last year. Seed corn is moving. Really good corn is at a dearth this spring, but there is a ready market for all seed of high grade. There is an increase of about 20 per cent in price over the price of last year.

The Harnden Seed Company, which carries spraying materials as a side line, finds that they are just beginning to move. From present indications insecticides and spraying machines will be much in demand. The continued dampness will cause the bugs to thrive, unless they are taken at the start.

Al Burri of the Mid-West Seed Company has found it necessary to increase his force in order to handle the increased business this spring. Small vegetables and plants have been in demand, with the sale of beans unusually good. The onion sets are completely exhausted. Bedding plants of all kinds are in demand. Corn is moving. Mr. Burri states that he was so fortunate as to get in some excellent seed corn and has found it to be in big demand due to the short crop. May will be a big month in tomatoes, sweet potatoes, cauliflower, cabbage, peppers and egg plant due to the late spring.

H. H. Corner, secretary of the T. Lee Adams Seed Company, reports that business has been very good. They have been affected by the cold spells but when the weather is warm the cus-

tomers flock in. The biggest demand for field seed has been for Alfalfa and Red Clover. Good seed corn of high germination has been hard to get, although there is plenty of corn which is not in particularly good condition. For the good corn there has been an increase of about 25 per cent over what it would have been. There has been a heavy trade in vegetables in all lines.

GENERAL SEED OUTLOOK

The report of the United States Department of Agriculture on seeds for week ending May 3, said the demand for late sown seed was only slightly improved. Weather conditions during the week were favorable for corn planting and apparently farmers in all sections were busy planting or preparing their ground for corn.

Reviewing the seed trade during April, the weather was more favorable for sowing in April than in March. The seeding season was delayed nearly two weeks in central and southern states but occurred at nearly the normal time and eastern states with the result that the seeding season for clovers and other early sown seeds came to a close much nearer the same date in all sections of the country than it does under normal conditions.

Red Clover declined slightly during the week ending May 3. Approximately 38,500 pounds of imported seed arrived at New York during the week from France and about 33,000 pounds from Italy.

NEW SEED TRADEMARKS

The following new seed trademarks were published recently in issues of the *Official Gazette* of the United States Patent Office: "Holland"



field and garden seeds and peas and beans for seed purposes. N. V. van Waveren's Graanhandel, Haarlem, Netherlands. Filed January 31, 1924. Serial No. 191,583. "Columbia Brand Seeds" field and grass seeds, namely Alfalfa, Red Clover, Timothy, Blue Grass, Sweet Clover and Alsike Clover. J. P. G. Peppard Seed Company, Kansas City, Mo. Filed December 19, 1922. (Not subject to opposition.) Serial No. 173,578.

A COURSE FOR SEED ANALYSTS

A third course of training will be given in the summer of 1924, beginning on July 21, at the Official Seed Testing Station, Cambridge. A limited number of seed analysts will be admitted to the course on the following conditions:

1. The course will be limited to persons who satisfy the chief officer of the station that they are fitted to take advantage of the instruction. They must be—(a) nominated by seed firms who intend to offer employment to such nominees in their own seed testing stations, or—(b) recommended by universities, agricultural colleges and institutions, or—(c) approved by the council of the institution.

2. An examination will be held at the conclusion of the course, and certificates will be issued to students who satisfy the examiners. The examination will also be open to practical seed analysts who have not attended the course of training, provided that they are nominated, recommended, or approved as described in paragraph 1.

3. The fee for the training course, which will end on August 21, including the examination fee, will be £6 6s. The entrance fee for the examination only will be £1 1s.

4. Persons wishing to attend the course and sit for the examination, or to sit for the examination

only, should apply for entrance forms not later than May 1, 1924, to the secretary, National Institute of Agricultural Botany, Huntingdon Road, Cambridge, from whom particulars of the course of training can be obtained.

In all cases students must provide their own accommodations at Cambridge, but they will be able to take their meals at the Institute Club, and the secretary will supply on request, addresses at which rooms are obtainable.—*The Nurseryman & Seedman*.

SEED STEADY

Southworth & Co., of Toledo, in their market letter of May 10, say:

"Cash Clover about unchanged for the week. Some trade, although light, as the season is about over. October ruling firm to slightly higher. New York reports imports 200 sacks.

"Prices will largely depend on weather conditions from now until the new crop is harvested. The critical periods of hay and seed making are ahead. No one can accurately foretell the outcome. Adverse reports may continue to come as they have this week. Orders placed in advance will receive the advantage of swings in either direction.

"Ohio report says much wheat, Alfalfa, Clover and even Timothy has been winter-killed. This comes from all parts of the state, but is said to be more severe in southern portions. In one county virtually all the Clover has been killed.

"Clover will be very scarce throughout the southern part of Indiana according to late news received. It was killed out by heavy freeze in spring of 1923, and what was left froze pretty badly this past winter. A small acreage will be threshed.

"Alsike has been firm all week. \$10.20 is bid for August, the new crop future. Trade light.

"Timothy also steady and trade dull. Prices unchanged. Winter-killing of new crop may influence market later. New York reports exports 300 bags."

MILWAUKEE SEED CONDITIONS

BY C. O. SKINROOD

The shipments of seeds from Milwaukee during the month of April were smaller, if reliance can be placed on the figures furnished by the railroads of the city. These statistics show, as compiled by the secretary of the Chamber of Commerce, and published in "Receipts and Shipments," that shipments are far below those of the corresponding month of last year.

What is believed to be the largest gain in Alfalfa acreage in the State of Wisconsin is that reported by the county agent at Oconto, Wis., J. E. Sheldon who says the area is being increased there from 200 acres to 2,200 acres. This is a gain of no less than 1,000 per cent. One single shipment of 3,000 pounds of Alfalfa seed was reported from Oconto County. W. A. Clark, the district superintendent of county agents, reported from Wausau that some notable gains in Alfalfa acreage are being made in the counties which he visits during his inspections. Rock County reports an excellent stand of Clover and of Alfalfa this year, due, it is believed, to the large amount of limestone which has been applied to the fields in the last two years. The outlook for Alfalfa is especially bright in that section of the state.

Determined efforts are being made in many parts of Wisconsin this year to increase the area which is devoted to soy beans, this being a crop which is highly recommended by the Wisconsin College of Agriculture.

At Wausau, County Agent W. J. Rogan has sent to each town chairman in Marathon County packages containing four pounds of each of three varieties of soy beans. Instructions are also included asking each chairman to have demonstration plots prepared in each variety so that it can be learned which kind will do best under certain soil and climate conditions.

Soy beans, Mr. Rogan declares, are recognized as one of the most valuable of cattle feeds and he says they can be easily grown when the ground is well prepared and properly inoculated. With each package of soy bean seeds Mr. Rogan sends bottles for soy bean inoculation and pointers on how to use it.

The official market report of the Milwaukee Chamber of Commerce on seeds for the month of April says that seed trade has shown a sluggish undercurrent, with unfavorable weather being the chief cause for a falling off in the demand. The report states that with the advent of clearing skies and warmer weather, the demand got back to normal. During the period when trade was slow, fancy Red Clover went down 50 cents and choice to fancy Timothy seed also dropped 40 to 50 cents.

The losses in Clover seed as quoted by the Milwaukee Chamber of Commerce show considerable declines over the rates quoted late last month. The fancy Red Clover seed that had been quoted as high as \$22 to \$23 dropped back to \$17 to \$19, a decline of about \$4 for this grade. The Alsike was quoted at \$10 to \$14 and the White Clover

from \$25 to \$40. The No. 1 Northwestern flax has been ruling from \$2.45 to \$2.51.

Timothy has also declined from the recent quotations with the new prices about 75 cents lower. The poor to fair is now selling at \$5 to \$6, the good to choice from \$6.25 to \$6.75 and the fancy at \$7 to \$7.25.

The Courteen Seed Company says the seed season is practically over for all but the late seeds like sudan grass, millet, and similar seeds. The season has been remarkable for the demand for Alfalfa and for Sweet Clover and that the call for these varieties helped to cut down the demand for Red Clover to some extent. Red Clover market weakened late in the season and prices went down.

The Courteen company said the volume of seed trade for the entire season was satisfactory on the whole. The condition of the new Clover fields as to winter killing cannot be ascertained at this early date the Courteen representative states.

CANADIAN SEED ACT

There has been considerable violation of Sections 6 and 7 of the Canadian Seed Act of 1923, according to George H. Clark, Canadian Seed Commissioner, who says that this has probably been due to ignorance of exports of American seeds to Canada. The sections which have been violated are as follows:

Section 6. No. 1. No person shall sell, offer, advertise, expose or have in possession for sale for the purpose of seeding or planting in Canada, any agricultural or garden vegetable seeds or plants under any kind or variety name that is false or spurious, or any new kind or variety name that is not generally employed in Canada for that particular kind and variety during the year ending the 31st day of March, 1923, unless the seller has first obtained a license therefor from the Minister.

2. The Minister may refuse to issue a license in respect of any kind or variety name unless or until the seeds of plants have been submitted to a propagating test, or the mature plants have been examined and reported upon by such person or persons as may be appointed for that purpose, or if the kind and variety is found or known to be approximately the same as a previously established variety and variety name.

Section 7. No person shall sell, offer, expose or have in possession for sale for the purpose of seeding in Canada any seeds or plants that are falsely represented in any form of advertising or otherwise as to quality, character, nature, variety or description of seeds or plants of any kind or variety.

F. T. Buell, R. H. Buell and M. J. Murray have incorporated at El Paso, Texas, as the Murray Seed Store. Its capital stock is \$10,000.

The Cache Valley Seed Company of Smithfield, Utah, has been dissolved and is succeeded by the Cache Valley Seed & Produce Company.

Articles of incorporation have been filed by D. W. Davis, E. Malcolm, Johnes and others as the Laurel Seed & Produce Company of Laurel, Miss.

Sidney Courteen of the Courteen Seed Company of Milwaukee, Wis., has been elected to the Board of Appeals of the Milwaukee Chamber of Commerce.

Frank Gilbert has opened a seed and feed business at Pawnee Rock, Kan., and will specialize in seeds, handling kafir, sumac, orange and black amber.

F. G. Finnup and John W. Nolan have incorporated at Garden City, Kan., as the F. & N. Seed Company. The company will handle field seeds in wholesale and retail lots.

The Golden Rule Store at Rigby, Idaho, has been bought by the Voegler Seed Company of Salt Lake City, Utah. George A. Tanner will have charge under the new owners.

To deal in seeds, etc., capitalized at \$20,000, the Eastern Hardware & Seed Corporation has been incorporated at Troy, N. Y. F. B. Peck, H. B. Mack and T. C. Adler are interested.

A four-story and basement building is being constructed at Rome, Ga., for the Curry-Arrington Company. It will be used for the company's wholesale and retail seed business.

A modern seed house is being built at Pelican Rapids, Minn., by H. E. Frazee. It is of concrete construction and equipped with modern machinery, including a Simplex Grain Cleaner.

Morris Smith, Marion Smith and Mary McMahon have incorporated at Oshkosh, Wis., as the Smith Seed Company, capitalized at \$10,000. The firm will deal in seeds and farming supplies.

The seed business of the Shreveport Mill & Elevator Company is now in the hands of the Lawhon-Wilson Seed Company of Shreveport, La. The company handles wholesale field seeds.

A warehouse of 20,000 bushels' capacity at St. Anthony, Idaho, has been bought by Northrup, King & Co., of Minneapolis. The Minneapolis firm is putting in machinery and making it up-to-date in every particular.

SIMPLE TEST FOR GERMINATION

Good quality Clover seed of high germination will overcome most of the difficulty now being experienced by farmers in getting a good stand of Red Clover, says the United States Department of Agriculture.

A simple germination test given by the Department is as follows: Count out 100 or 200 average seeds and lay between pieces of moist cloth or blotting paper on a plate and set plate away in a room where the temperature is 65 to 80 degrees F. The seeds will begin to sprout in three or four days and in a week the value of the seed so far as germination is concerned can be definitely determined. A sample of good seed should test something like 90 per cent, with at least several of the remaining seeds hard at the close of the 10-day test period.

SALT AS AN ELEVATOR SIDELINE

Hay which is not thoroughly cured before being put up is sometimes known to ferment and generate sufficient heat to catch fire. While the first cutting of Alfalfa is said to be more dangerous in this respect, hay, especially Clover and Alfalfa varieties in general, is always subject to spontaneous combustion whether in stocks or mows. Common salt scattered through the mass and thorough drying before placing in the barn will reduce danger to a minimum.

Salt not only adds to the palatability of the hay and makes it more acceptable to the animal, but has this added value in reducing fire hazard.

As a great many elevators and feed dealers are now handling salt, this use of salt will be of interest to such members of the trade in stimulating sale of salt.

In this connection, it might also be said that few sidelines for elevators afford a better margin of profit than salt under existing conditions. It is easily handled and some dealers who handle it in large quantities have realized 30 per cent profit.

About \$6 per ton is the average present price of salt at the mines, and \$10 to \$12 per ton in the Central West. The opportunity afforded merits serious consideration by the elevator manager.

HOW TO MAKE WHITEWASH

Frequently a request is voiced for a reliable formula for interior whitewash. The average man in the grain trade, who seeks to improve conditions in his establishment, with a view to reducing pests and cleaning up the premises, will sometimes whitewash cribs or use such a formula generally.

A highly recommended method which has the advantage of many years successful use, and is especially adapted to interior use is given below: 62 pounds of quicklime, slacked with 12 gallons of hot water; 12 pounds of rock salt; dissolved in 6 gallons of boiling water; 6 pounds of Portland cement. Pour the solution containing the rock salt into the lime, and then add the Portland cement. Addition of alum to a lime whitewash is a preventive to its rubbing off.

It is difficult to determine how much will be required as this depends very much on the age and condition of the walls. The individual user can judge this according to local conditions. When a mixture is desired which will bear up under exposure on the outside the following is advocated,

it being originally a Government formula: slack half a bushel of unslacked lime with boiling water, keeping it covered. Strain it and add a peck of salt, dissolved in warm water; 3 pounds of ground rice, boiled in water to a thin paste; half a pound of Spanish whiting and a pound of clear glue, dissolved in warm water. After mixing thoroughly this should be allowed to stand for several days. This should be applied when hot with a brush.

TREATMENT FOR SMUT

A copper carbonate treatment has been found to be an efficient and simple method of eliminating smut, says Dr. Arthur T. Evans, associate professor of agronomy at the South Dakota State College. The college has been experimenting for the past year to demonstrate the best method of treating this disease.

Formaldehyde and copper carbonate were used in the experiment. Three plots were planted, one to grain treated with formaldehyde, one to grain treated with copper carbonate, and the third run as a check plot with no treatment. The grain used was extremely smutty, having been infected by hand with a particularly large amount of spores.

The grain which received no treatment showed a stand of 98 per cent, with an infection of 90 per cent of smut. The grain treated with formaldehyde showed no smut but the stand was decreased to 60 per cent, showing that formaldehyde does lower the germination of wheat. The grain treated with copper carbonate showed no smut and 100 per cent stand.

Copper carbonate is a new disinfectant which has recently come upon the market and is the result of recent experimental work. This disinfectant comes as a dust, two ounces of which added to a bushel of wheat is sufficient to disinfect it. The disinfectant is added to the grain and the grain stirred so that it is thoroughly mixed with the disinfectant. It is then ready to plant.

MAKING GOOD CONCRETE

In a great many cases farmers are turning their attention to replacing or repairing floors, troughs, posts, cribs, etc. at this time of the year; and it is generally found advantageous to use concrete in this work. It offers a permanency difficult to equal, along with safety from fire and even in a measure counteracts pests. Dealers handling concrete will probably find it an advantage to be prepared to help in furnishing a successful formula, thus stimulating sales. The comments offered by the division of agricultural engineering of the University of Minnesota are of interest:

Use cement that has been kept dry.

Use clean sand and gravel or crushed rock.

Measure the cement, sand and gravel in the proper proportions.

Mix the cement and sand thoroughly then add the gravel and mix thoroughly.

Place the concrete immediately, and tamp or spade thoroughly.

Protect from freezing for two days or from drying for four days.

"It is poor economy," says H. B. White of the division, "to try to save by not using the proper amount of cement in the mixture. The labor, forms, sand and gravel cost as much for a lean, weak mixture, which will not be permanent, as they do for a rich mixture."

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COAL

COAL LAND LEASING INVESTIGATED

An investigation is to be made by the Department of the Interior through the Central District Experiment Station of the Bureau of Mines, Urbana, Ill., of the leasing practice in Illinois coal fields, and the factors studied which determine this practice and the royalty and other lease terms involved. It is also planned to prepare and recommend a model basic form of lease with a discussion of the reasons for the form adopted. The conditions of coal land leases have important bearing on the percentage of recovery of the coal and on features involving safe practice in operation.

OIL PROBLEM TO BE CONSIDERED IN CONVENTION

Probably one of the most vexing problems which the coal dealer has to meet today is the increasing use of oil for heating purposes. Coal dealers realize this and at the annual convention of the American Wholesale Coal Association at White Sulphur, W. Va., on June 3 and 4 the competition which coal has been forced to meet with oil will be discussed.

Such questions as "To what extent has oil displaced coal?—What further inroads may be expected?—Is the competition substantial and permanent or is it merely temporary and passing?—Is oil an economical fuel?—Is the supply regular and dependable?"—will be discussed at length.

Many other questions of timely interest to those engaged in the distribution of coal will be considered.

WEST VIRGINIA DISTRICT RATES PROPOSED

In a report on Nos. 14454 and 13832, Attorney-Examiner W. B. Hunter said that the Commission should find the rates on coal unreasonable from mines on the Virginian at Hot Coal, Wyco, Jouben, Devils Fork, Corine and Fireco, W. Va. to all west-bound destinations to the extent they exceeded the corresponding rates from the Chesapeake & Ohio's New River district group mines, to the same destinations.

The examiner said that the issuance of an order requiring the carriers to give the complainants the district rates would make it unnecessary to consider the prayer for an order requiring a switch connection, because, apparently, establishment of the district rates would give the complainants what they desired. He also said that the failure of the defendants to enter into joint trackage arrangements to the mines of the complainants, as they had done, for instance, on the Stone Coal branch, did not constitute undue prejudice.

COAL BUSINESS TO HAVE QUICK RECOVERY

A strengthening in prices is expected by Frank B. Wadleigh, former Federal fuel administrator and now vice-president of the Tuttle Coal Corporation of New York City, following the recovery of production. In commenting on the situation May 7, Mr. Wadleigh said: "The coal industry has seen the worst of its present depression and in another month should show such definite signs of recovery as higher prices and steadier production."

"The bituminous coal market has been dormant for several weeks, and probably will remain so a little longer, due to the large supplies above ground

which were about 75,000,000 tons in April, when the wage agreement expired.

"With production averaging 6,800,000 tons weekly since April 1, and consumption running about 9,000,000 tons weekly, reserves are being reduced 2,200,000 tons or so weekly, indicating that the country could continue producing and consuming at the present rate for 22 weeks before reducing reserves to the 30,000,000-ton point where replenishing is normally begun.

"But inquiries received by coal operators indicate no intention of approaching the fall season without good reserves and an increase in weekly output may therefore be expected."

BUY YOUR COAL EARLY

If car congestion is to be avoided next fall, coal consumers must, says the *Railway Age*, buy their coal now and ship now. In commenting on the present situation and the probable outcome if buying does not increase at once, the *Railway Age* says "If the present low rate of production continues for some time there will be later an abnormal increase of production and in demands upon the railroads for transportation. This abnormal increase will cause congestion in the handling of all traffic and abnormal and unnecessary operating expense that the shipping public will have to pay.

"One of the principal reasons why the railways were able in 1923 to handle a record-breaking freight business without 'car shortages,' congestions or delays after the early part of the year was that shippers gave their freight to the roads in unprecedentedly uniform volume throughout the year. Fearing that there would be a car shortage when the peak of business was reached in the fall, many shippers in the first half of last year heeded the injunction to 'ship early'."

In line with the suggestion made by the railroad journal, the Government has indicated that it, too, will take the lead in a nation-wide campaign to induce both domestic and industrial consumers of coal to begin the storage of fuel during the late spring and summer. Secretary of Commerce Herbert Hoover will take the leadership on the part of the Government in this movement.

Experience has shown the Government as well as the coal interests and the railroads that the most fertile field to be worked in this connection is that of the domestic users of coal. Some of the larger industrial consumers, notably the railroads and public utilities, habitually store a part of their year's coal supply during the summer and autumn months. But this is not true of any great proportion of such buyers.

The small domestic consumers, on the other hand, more than once in recent years have been per-

(Continued on Page 784)

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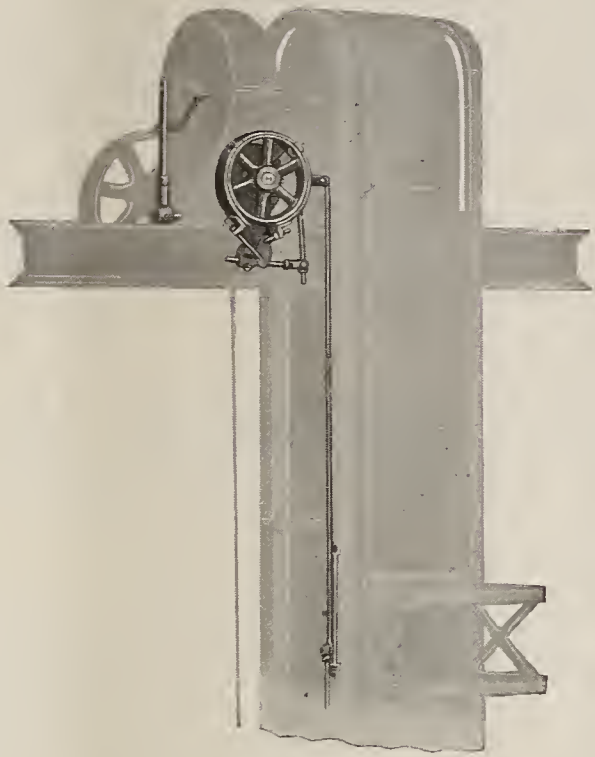
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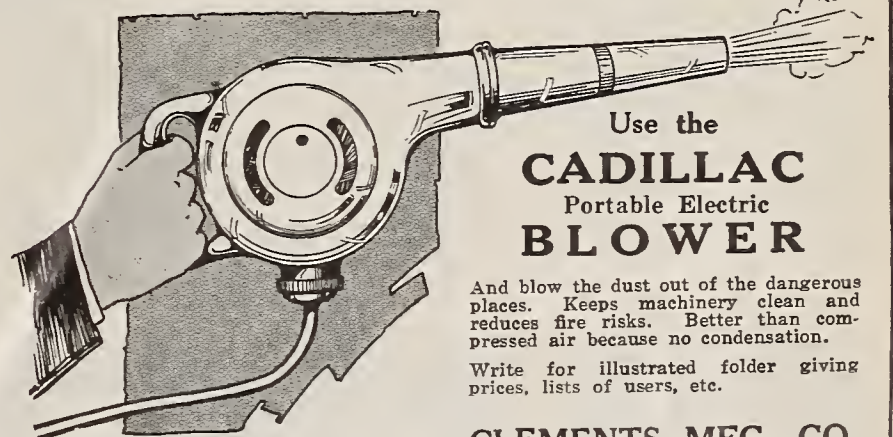
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(Continued from Page 782)

suaded by the Government, reinforced by the coal and railway interests, to take no chances on a shortage, but to buy their coal early, store it away and forget their fuel troubles for another year. It is to the householders therefore, that the Government will make its primary appeal, but at the same time it will undertake to show to the industrialists how important it is for them to lay in stocks of coal during the summer. The railroads, it is declared here, have been pretty well educated already in the value of storage of coal, but because there has been an abundance of fuel for the past year or more at reasonably low prices, most of the greater industrial consumers, other than the carriers and some of the public utilities, have refused to tie up any great amount of their money in stored coal.

CO-OPERATION IN HANDLING COAL

The attached letter on the subject of co-operation between shippers and the railways with respect to efficient handling of the national coal traffic has been addressed by Secretary Hoover to national and state trade associations in the United States.

"During 1923 the railways through the co-operation of the manufacturing and distributing trades and the coal operators and distributors were able to handle the national coal traffic in a most efficient manner without car shortages. This was accomplished to a considerable degree by co-operation among the trades for the purchase and storage of coal during the summer season. As you are aware, the great danger point of traffic congestion is the fall season when the combined crop, winter goods, and household coal movements have always, except through last year's co-operation, combined to create a car shortage.

"The fall car shortage always has the effect of increasing the price of coal and of seriously disturbing the whole economic machine. Security lies in repeating the storage performance of last year, by the manufacturers of the country taking reserves of coal during the months of May, June, and July, thus foregoing the necessity of coal shipments during the peak period in competition with the household movement. Outside of strike years, these summer months are universally the period of lowest bituminous coal prices.

"We also have a national problem in the long view of securing cheaper coal by maintaining more regularity in the production of our coal mines through planning out its seasonal fluctuations. This can only be brought about if the consumers are willing to store coal during the low production season.

"There is, therefore, every transportation and financial reason for storing coal during the next few months in preparation for the autumn need. It would be a contribution not only in the interest of the consumer but of the railways and the coal industry if we could this year produce the same successful results that your association so materially assisted in bringing about last year.

"I am therefore, asking that your association should actively interest itself in bringing these matters to the attention of the large coal consumers from the point of view of their personal interest and contribution to general business."

The North Aurora Elevator Company, which was recently incorporated at North Aurora, Ill., will conduct a coal, grain, seed and farm products busi-

ness. George W. Schneider, Hugh Cowan, W. H. Cowan and P. T. Nickets are interested.

The business and equipment of the Farmers Grain, Coal & Lumber Company at Hallman, Neb., is being sold out.

The retail coal business and equipment of D. F. Toms at Antwerp, Ohio, has been sold to the Equity Elevator Company.

O. M. Johnson & Co., are succeeded in the retail coal, grain and lumber business at Huxley, Iowa, by the Huxley Lumber Company.

A plot of land has been bought at Putnam, Conn., by the Dayville Grain & Coal Company who will erect a building in which to conduct a coal and grain business.

Capitalized at \$12,000, the Weedman Grain & Coal Company has been incorporated at Weedman, Ill. W. E. Mortland, F. L. Schneman, J. F. Saxton and D. J. Walter and Harry W. Reid are interested.

The interest held by Andrew Accola in the Accola Coal & Feed Company at Prairie du Sac, Wis., has been bought by E. J. Schoephorster with Conrad Schoephorster will operate as the Prairie du Sac Feed & Coal Company.

The Akron Grain & Lumber Company and F. Holdeman & Co., of Akron, Ind., have consolidated as the Holdeman-Baum Company to deal in coal, grain, building materials and feed. George Baum and Frank Holdeman are interested.

GRAIN TRADE PATENTS

Bearing Date of March 18, 1924

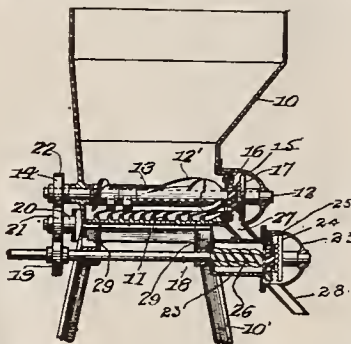
Grain door.—Edgard Clark Short, St. Paul, Minn. Filed December 4, 1922. No. 1,487,278.

Device for cleaning and cooling grain.—Jacob Wollmann, Freeman, S. D. Filed June 28, 1922. No. 1,487,303.

Bearing Date of March 25, 1924

Feed grinding mill.—Otto H. Pottratz, New Albin, Iowa. Filed September 9, 1921. No. 1,488,166. See cut.

Claim: The combination with a hopper having a shaft extending therethrough and provided with crushing means within the hopper and grinding means exteriorly thereof, and a casing enclosing the grinding means and supporting the extended end of the shaft, of a pair of depending brackets carried by the hopper, a shaft rotatably mounted within the brackets, a feed screw carried



by one end portion of the shaft, an independent casing enclosing said screw, grinding means carried by the said shaft outwardly of the said casing, an independent cover for the grinding means, a chute leading from the said cover, and a second chute extending from the first mentioned casing to the feed screw casing.

Bearing Date of April 1, 1924

Seed corn tester.—Perry W. Danielson, Ravinia, S. D. Filed May 21, 1923. No. 1,488,779.

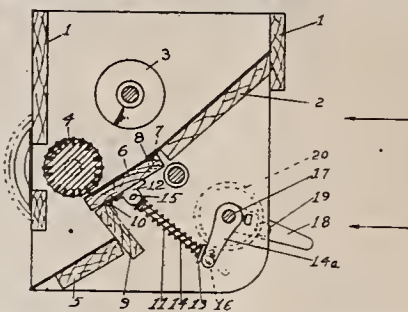
Bearing Date of April 8, 1924

Grain handling apparatus.—Byrd Rogers, Guymon, Okla. Filed February 18, 1922. No. 1,489,850.

Grain door.—Emmett C. Avery, Hutchinson, Kan. Filed September 28, 1922. No. 1,489,229.

Feed device for grain cleaning machines.—Thomas P. Chisholm, Saginaw, Mich., assignor to A. T. Ferrell & Co., Saginaw, Mich., a corporation of Michigan. Filed January 29, 1923. No. 1,489,739. See cut.

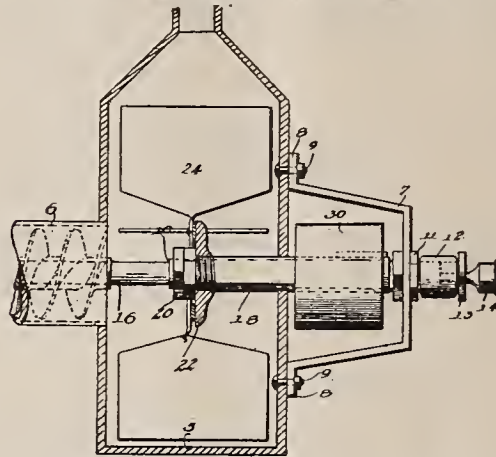
Claim: In combination, a feed roller, a hopper having an inclined wall, a part of said wall beneath said roller movable toward and from the periphery of said roller, an adjusting device adapted to locate and to yieldingly support the movable part of said bottom in various adjusted positions, said device including a pivotally supported rocker arm, means for holding said arms in various angularly adjusted positions, a rod pivotally secured



at one end to said movable part of the hopper bottom and a spring on said rod adapted to yieldingly hold said arm and the movable part of the hopper bottom in spaced relation, and a swinging closure hinged to the free end of the movable part of said hopper bottom.

Grain blower.—Gustaf E. Miller, Stratton, Neb. Filed September 15, 1922. No. 1,489,269. See cut.

Claim: An attachment of the character specified comprising inner and outer tubular members, a drum partially receiving the inner and outer tubular members and having one wall in engagement therewith whereby to brace the tubular members, a U-shaped bracket secured to said drum and receiving said tubular members, means on the inner tubular member to hold the outer tubular member against excessive longitudinal move-



ment, and a plurality of blades having connection with the outer tubular member and being rotated thereby.

Bearing Date of April 15, 1924

Grain door.—Alfred Studer, South Bartonville, Ill., assignor of one-fifth to P. Joseph Plattner, Morton, Ill. Filed February 26, 1923. No. 1,491,497.

Bucket elevator.—John Stephens, Hagersville, Ont., Canada. Filed July 26, 1923. No. 1,491,641.

Bearing Date of April 29, 1924

Drying apparatus.—Hermann Bogaty, Philadelphia, Pa., assignor to Proctor & Schwartz, Inc., Philadelphia, Pa., a corporation of Pennsylvania. Filed April 18, 1922. No. 1,492,418.

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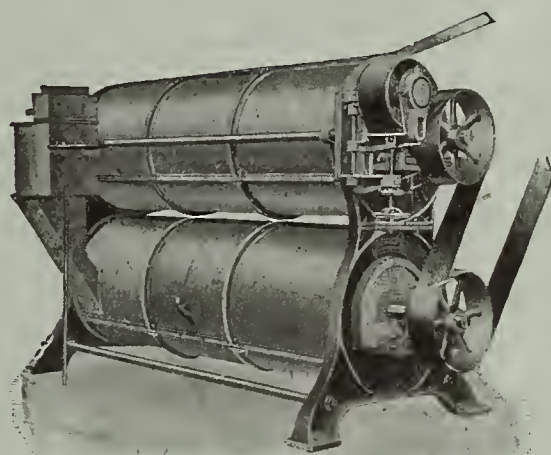
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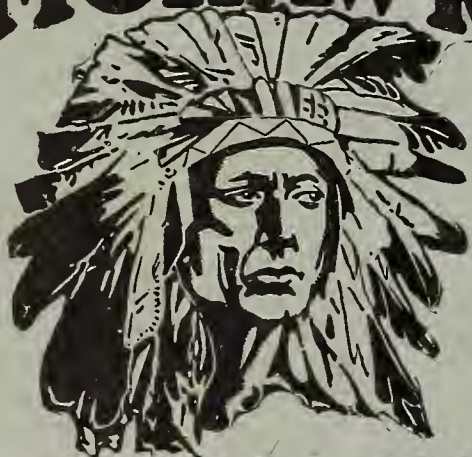
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